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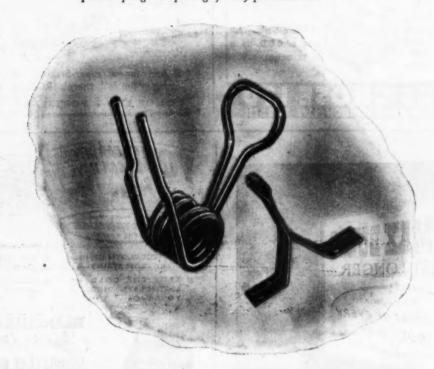
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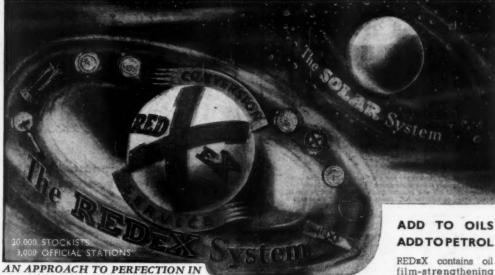


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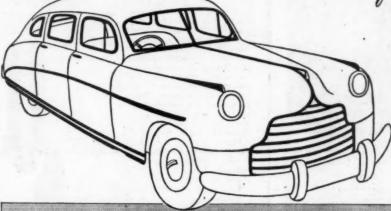
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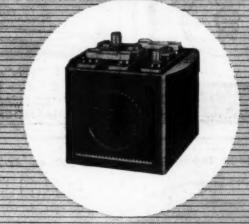




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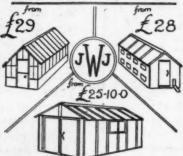
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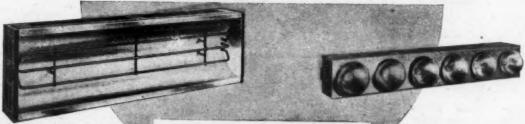
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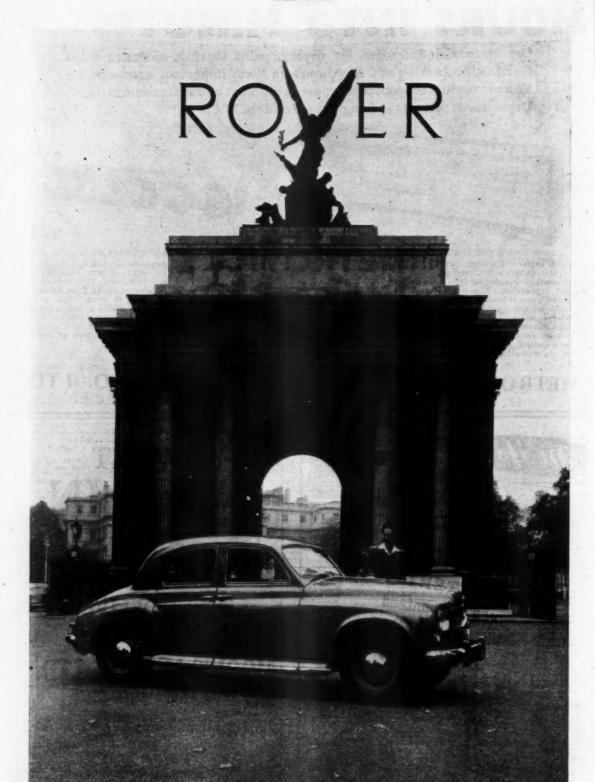
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# Autocar

FOUNDED 1895

No. 2828

FRIDAY, JANUARY 13, 1950

Vol. XCV

#### Road Test Annual

N the following pages will be found the annual review of Road Tests, and no doubt the main interest of readers will be focused this week on that feature, for it may safely be claimed that, in so far as it is possible to give considered judgment on a car after a comparatively short period of use, the Road

Tests provide it.

The outstanding fact about the modern car is the brilliance of its compromise. It is called upon to travel fast or slowly, along roads that are straight or winding, with surfaces that may be anything from rough to smooth. It must do so when the temperature is zero or 100, and in rain, snow or shine. Its control is left to individuals with all their whims, weaknesses and wide variations from their fellows, and it is so made that the least physically strong amongst them can, with ease, compel it to do what is wanted. On top of all these, it must obey orders within the limits of space left by the habits, good or bad, of its companions on the road, otherwise its reputation for safety has no more solidity than the straw in the wind.

The designers of the Golden Arrow train or the Atlantic Queens face no such problems, yet the standards of riding comfort in these contemporary means of travel are no higher; such advantages as they enjoy are conferred by space. By the barometer of comfort, which may reasonably be claimed to be the liability to cause travel sickness, the car comes a good second to the train, leaving the liner,

influenced by a specific disadvantage, a bad third.

In view of this achievement in design, it is all the more to be regretted that modern roads have not replaced the sinuous heritage of the past. It road design had kept pace with automobile engineering, what standards of speed and comfort might not have been seen? As it is, the greyhound of travel is kept always on the leash of congestion, and the ingenuity of designers is diverted from its true

path of progress unhindered by extraneous difficulties.

Such speculation is fruitful, for it must inevitably make the student ask at what point the car begins to outstrip its master's capabilities. John Cobb has shown that, so far, man is still master of the machine in the present ultimate of speed, but it must be acknowledged that a whole race of drivers with such abilities is unlikely. Regarding lesser motorists, it might be hazarded that the danger point has not been reached yet by any means, but that it is, perhaps, visible at last on the horizon of speed and ability to hold the road.

#### Medical Tests

THE view that every applicant for a driving licence should pass a medical examination, expressed by a deputy coroner and given some prominence during the past week, is one with which it is possible to sympathize while at the same time objecting to it.

In the first place, fatal accidents caused by sudden illness at the wheel are fortunately rare, and to order wholesale medical examinations to obviate such

occurrences is to set a man-trap to catch a field-mouse.

In order to ensure a certain standard of fitness amongst drivers, examinations would have their value, but here again it is necessary to pause and ask where such precautions are to end. The desire for safety and security are particularly prominent these days, almost to the point of a form of hypochondria. Such obsessions are not altogether healthy.

Such obsessions are not altogether healthy.

Thirdly, there are practical difficulties. The medical profession is already overworked, and the present, with its necessity for getting on with the job, is the last time in which to suggest that motorists should spend impatient hours awaiting

their turn in doctors' surgeries.

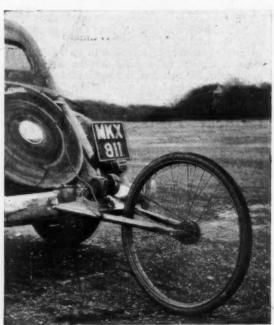
## One Year of Cars

LOOKING BACK ON THE ROAD TESTS OF 1949: THE "BAD" AND THE "GOOD," WITH A GLANCE AT TECH-NIQUE AND A SUMMARY OF IMPRESSIONS BASED ON TWENTY YEARS' EXPERIENCE OF CAR SAMPLING





On the left are close-ups of fifth wheels, Marks I and II, built by Boon and Porter, Ltd. for "The Autocar," incorporating a special Smiths generator, which operates the electric speedometer, also a Smiths instrument, specially calibrated and regularly checked for behaviour within fine limits of accuracy. The Mark II version of wheel has a strengthened chassis for high-speed work, and a high-duty wheel spindle. Tyre trouble is rare. In one case the tyre valve is of car pattern and a pressure reading can be taken. No attempt is made to damp the natural action of the wheel.



EARS ago the gist of a *Punch* thrust was that the function of the car critic in a motoring journal was to accord praise week by week to the car he had just tried as being better than the car he last tried, and to hand bouquets to the next one as being better than that one! The force of this being absorbed, and due allowance made for our famous contemporary's brand of humour, it should hang henceforth in the form of a dreadful warning in front of the said critic representing a serious journal. Let a similar line of thought deter me from any hasty generalization to the effect that, from a Road Testing point of view or that of improvement in the cars presented to the band of combination Cynics, Well-wishers, Sufferers in the face of Adversity, and Lucky People who carry out the Tests, 1949 was a "better" year than 1948.

in the face of Adversity, and Lucky People who carry out the Tests, 1949 was a "better" year than 1948.

In number of tests published there was an advance (28 as compared with 25), but the figure was still far below the pre-war average of around 100. Mileage covered in the execution of the tests increased appreciably and approached half the pre-war figure for rather more than a quarter of the number of cars concerned. This fact, under the obvious difficulties involved, is somewhat surprising and means that the cars passing through our hands are receiving today an even more comprehensive test than formerly on the potential buyer's behalf. Unfortunately for British motoring that happy being is nowadays in another country in the ratio of about 3 to 1. But The Autocar also moves around the world in vastly greater numbers than before

#### by H. S. LINFIELD, Associate Editor



The runway stretches into the distance behind the Citroen travelling at speed, towing the fifth wheel, which is being used at this moment to check the accuracy of the car's speedometer by means of "The Autocar's" electrically speedometer by means of "The Autocar's" electrically sperated master speedometer. The camera has exaggerated damp patches on the surface.

the war, and the experienced tester has an eye cocked towards his needs as far as they can be assessed without visiting all the varieties of territory on the face of the globe. Applications by staff members for setting up Road globe. Test sub-stations in other latitudes, preferably south of a line drawn between Omsk (see pre-Iron Curtain maps) and Casablanca, have to be resisted, unquestioned as the enthusiasm and intentions are!

The number of cars undergoing test today is below that of the average before the war, in the approximate relation indicated, partly because of the reduced number of British models-though many more cars are made in total than under the former multiplicity of models-and because the foreign car, with few exceptions, cannot be tested unless it is pursued to its home ground. It cannot then be driven under conditions, or even on fuel, strictly comparable with those of the home area tests which in any event must form the bulk of a year's intake.

The comprehensive table included in the present review of 1949 Road Tests can be left to record a year's work, though no such table, no stop-watch, ever assessed quality or suitability for purposes where actual performance is relatively unimportant. Surprises there may be in it according to the point of view. An item to remember as regards acceleration (and other) tests is that no tunnel long enough for testing of the required nature has yet been built, or is likely to be. In other words, all cars should be tested in ideal still-air conditions if results are to be strictly com-

parable. Practical and not laboratory data are what is sought, however, on behalf of the potential buyer. it is one of the perversities of the climate that a small car, most affected by a strong wind, or a really high-performance car, will be unlucky enough to get the weather least suited to it. Not a dozen tests would be carried out in a year, and even a tolerant manufacturer would become restive, if each car were retained long enough for weather

conditions to be picked.

Shall the good or the bad that befell in 1949 be recalled? The bad is what some readers like to hear, to judge from occasional samples in the post-bag. But I say to them collectively now what I have said to some of them indi-vidually in the course of a year—the "bad" is almost exlusively the result of an unlucky failing peculiar to the car under review. It is usually confined to details and accessories, exasperating and hard to understand, but not necessarily recurring in the next specimen of the same model. It is not my wish to attempt to lay all annoyances and need for servicing at the door of the accessory firms, and there can still be the rare trouble with main chassis components of even comparatively new cars; but I do say categorically that there are no "bad" main components nowadays in the general and inherent sense. Some are better than others, and some car design staffs make better use of, say, proprietary brake operating systems or steering gears than their rivals using similar equipment, the difference depending on, for example, variations in brake drum or shoe dimensions or materials, or on the basic foundation given to the car by the design and construction of the frame.

#### Two "Headaches"

Thinking still of the "bad" in more thousands of miles than most people manage to cover annually in these hard times, and in an all-in total of 31 cars, including two in which more than the average testing mileage was put up, there were two complete roadside stoppages. One of these had an electrical source, remaining slightly obscure even when cured, and arising, it seemed, from exceptional rainfall causing wet to penetrate a distributor head mounted unusually low and upset the contact points; leakage through a suppressor fitted for radio purposes in the main high-tension lead was suspected as a secondary or even a primary factor, but perhaps unfairly to such equipment. Plenty of warning was given of this fault, but, oddly, the car ran perfectly for some 200 miles between the first onset of stalling and restarting difficulty and its recurrence in a

form which proved "fatal."

In the second case surprise was complete. On a warm evening a big foreign car (it does not figure in the accompanying table) had run perfectly for some thirty miles when at a "Halt" sign the engine stalled and would not restart. Now came a reflection on some modern features. It was soon obvious that over-richness was the difficulty, if not the original cause of the hold-up. But with the starter operated by full depression of the throttle pedal it was But with the starter impossible to follow the procedure which would probably have cleared the excess fuel in the induction pipe-namely to spin the engine by the starter motor with the throttle wide open. It was plainly a losing battle and darkness approached, with 60 miles to be covered. There came to the rescue one of those kindly souls, living near by, who are not so rare as the present-day misanthrope might suggest. He got out his elderly Riley Nine and drove to the nearest town where, at a garage where he was known, aid was organized. As half expected when we returned, perhaps three-quarters of an hour later, to the erring car it restarted without being towed or receiving other attention, though not instantly. On both these occasions destination was reached without recourse to public transport.

Starter-actuating solenoids have produced a little worry,

#### One Year of Cars

THE AUTOCAR

the judicious "hitting with a hammer" technique applied to the faulty component being effective as a temporary if not permanent restorative; or, in one particular instance, the removal of the water-excluding rubber grommet from the free end of the solenoid, the spindle thus exposed being turned part of a revolution by hand to bring a fresh area of contact into play. No screenwiper has failed, no lighting systems have gone out (dread thought), and only two lamp bulbs have died on me, one head and one tail. An experience of 1948 made me think about the type of battery connection which in one terminal post has a taper pin carrying a light-gauge lead, the pin being a press fit in the example that came specially to notice. Its self-removal, fortunately in daylight, rendered everything electrical dead, and ever since I cannot help giving this particular fitting a few shrewd taps with a light hammer to ensure that it is more than a press fit.

Charging ceased on one car soon after acquaintance was made, in winter and at a period when it was specially difficult to get anything done. This experience served as introduction to the possibilities of very high-rate charging on the plant some garages now possess, a process to be

applied sparingly, however, in the interests of battery life. Even so, this incident showed how surprisingly far a car will function, even with moderate use of lights, on at all events a new battery's reserve, and the affair concluded with only one push-start from a milkman and his boy, and an undignified hand-assisted entry to a final battery charging station before a new dynamo could be organized.

An exhaust manifold joint blew, the subsequent uproaf suggesting pure racing car on a vehicle that was far from sluggish or devoid of revs, and taking one's mind back to about 1930 when part of the exhaust system was pulled off that normally dulcet-toned car, a Mark II 2½-litre M.G. Six, by over-enthusiastic motoring on rough stuff. Back in those younger days, the car's occupants regretted the subsequent return to normal exhaust, for the change down in a "plain" box had been something when the engine could be heard with a free exhaust. On this 1949 occasion it was merely tiresome until, at a fuel stop in the dark, flame under the bonnet was seen to be a natural accompaniment to a missing piece of c. and a. washer. Any subsequent exuberance with the change down was effectively curbed.

#### SUMMARY OF PERFORMANCE DETAILS AND CONDENSED

Make	Model (Saloon unless otherwise stated)	Pub- lished Date of Road Test (1949)	C.C. and No. of Cylinders	Com- pression Ratio (to 1)	Weight (with 5 Galls Petrol)	Lb per c.c.	B.h.p. per ton	Max. Torque lb/ft at Specified r,p.m.	M.p.h. per 1,000 r.p.m. Top Gear	Best Accelera- tion 10-30 m.p.h. and Gear Ratio to 1	20-40 m.p.h. Accelera- tion (Top Gear and Ratio to 1)	Aced fie (Top
AUXHALL	I-litre Wyvern	Jan. 14	1,442 (4)	6.4	lb 2,170	1.50	36.13	2	_	**c 7.5	sec 13,3	79.
ORD	Anglia Ten	Jan. 21	1,172 (4)	6.16	1,708	1.46	39.58	1	_	(7.58) 7.0	(4.625) 12.8	18
ROVER	75	Feb. 2	2,100 (6)	7.25	3.084	1.47	52.30	_	_	(9.71) 5.6	(5.50)	13
RIUMPH	2000 Roadster	Feb. 11	2,088 (4)	6.7	2,460	1.18	61.92	_	-	(9.60) 6.5	(4.70)	13
UNBEAM-	80	Feb. 18	1,184.5 (4)	6.88	2,485	2.10	42.37	_	_	(7.71)	(4.625)	17
TALBOT	24-litre	Feb. 25	2,443 (4)	6.9	3,199	1.31	70.05	_	_	(12.89) 5.4	(5.22)	,II.
USTIN	A.70 Hampshire	Mar. 4	2,199 (4)	6.8	2,856	1.30	52.55	-	-	(8.86) 5.2	(4.11)	111
ANCHESTER	Ten	Mar. II	1,287 (4)	7.1	2,558	1.99	35.03	_	_	(9.28)	(4.125) 16.4	20
RAZER	Saloon	Mar. 18	3,706.6 (6)	7.3	3,633	0.98	69.06	_	_	(11.95)	(5.125)	10
UMBER	Super Snipe	Mar. 25	4,086 (6)	6.25	3,794	0.93	59.04	_	_	(10.98)	(4.27) 8.8	O.D.
ERCURY	Coupé	Apr. 22	4,185 (8)	6.8	3.535	0.84	69.70	200 @ 2,000	21	(9.59)	(4.09)	9
RIUMPH	2000	May 6	2,088 (4)	6.7	2,821	1.35	53.86	108.3 @ 2,000	17	(11.00)	(3.90)	13
UDSON	Commodore	May 20	4,168 (8)	6.5	3.850	0.92	74.47	198 @ 1,600	18	(7.71)	(4.62)	
OLSELEY	Four Fifty	May 27	1,476.5 (4)	7	2.583	1.75	43.36	71.7 @ 2,900	16.25	(11.80)	(4.55) 16.9	O.D.
NGER	S.M.1500	June 10	1,506 (4)	7	2,695	1.79	41.56	79 @ 2,400	15.25	(9.42)	(4.55) 14.6	16.
GUAR	34-litre Mark V	July 7	3,405 (6)	6.75	3,717	1.07	72.32	180 @ 2,300	19.04	(11.63)	(5.125)	9.
LIMPER	Manufa	July 15	1,944 (4)	6.4	2,828	1.45	44.36	96.7 @ 2,000 .	16.3	(8.52)	(4.30)	13
-	2 11	July 29	1,991 (6)	6.5	2.961	1.49	\$5.97	95 @ 2,500	18	(11.24)	(4.55)	
	A.90 Atlantic	Aug. 5	2,660 (4)	7.5	2,996	1.13	65.79	140 @ 2,500	20.96	(9.01) 5.0	(4.55)	14.
	Convertible. Nine Roadster	Oct. 14	1,074 (4)	6.99	1,757	1.64	45.90		13.9	(8.25)	9.8 (3.667)	10.
I IAADED		Oct. 21	4,086 (6)	6.25	4,606	1.13	48.63	47 @ 2,800	20.9	(12.32)	(5.43)	10.
ICTIA		Nov. 4	3,995 (6)	6.8		1.11	65.41	197.5 @ 1,200		(9.56)	(4.09)	13.
	41.16				4,425			212 @ 2,200	20.7	(9.49)	9.6 (4.09)	10.
GONDA	2‡-litre	Nov. 11	2,580 (6)	6.5	3,346	1.30	70.29	125 @ 3,000	17.5	(13.60)	10.8 (4.56)	11.
ORD	Anglia Eight	Nov. 18	933 (4)	6.3	1,637	1.81	31.07	36.4 @ 2,300	13.7	9.7 (10.76)	(5.50)	35.
ILLMAN	Minx	Dec. 2	1,265 (4)	6.6	2,121	1.67	39.€0	58.33 @ 2,200	14.2	6.7 (12.90)	(5.22)	16.
DLLS-ROYCE	Silver Wraith Sedanca de Ville	Dec. 9	4,256 (6)	6.4	4,732	1.11	-	-	23	6.0 (7.520)	(3.727)	13.0
UDEBAKER	Champion Regal De Luxe	Dec. 16	2,779 (6)	7.0	3,003	1.08	63.40	138 @ 2,400	16.9 O.D. 24	5.1 (11.86)	10.3 (4.56)	O.D. 1
TROEN	2.8-litre Six	Dec. 30	2,867 (6)	6.4	3,082	1.07	55.24	137.8 @ 2,000	20	6.0 (5.62)	10.4 (3.875)	11.

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Tyres gave one reminder, and one only, that the newest of covers can be penetrated given a sufficiently murderous foreign body in their path, this being picked up at quite low speed, it was suspected, on a section of private road rarely used by cars. A detail annoyance, if you like, was the discovery after one run from the Midlands of a blob of thick oil deposited on the party trousers, presumably from the top end of the speedometer drive, a form of attack that used to be fairly common, but has not happened to me in years previously. It did not recur on this particular car. Electrical again was a curiously faulty lighting switch of the rotary type (cum ignition switch), which had obvious excess free movement on its spindle. By an interaction which was not explained while the car was under observation, the ignition was frequently cut momentarily with the lights in use, but could be restored by waggling the switch and restarting. Yet on a final journey in this car, by turning the light switch a fraction farther in one direction the difficulty was eliminated.

in one direction the difficulty was eliminated.

So much for the "bad," as promised; not a very alarming tale as regards interference with progress on a great many good journeys and something approaching day in, day out use of cars. As regards design matters, distinct from individual failings of the pattern recounted, it needs to be said that braking is the current Achilles heel. Modern

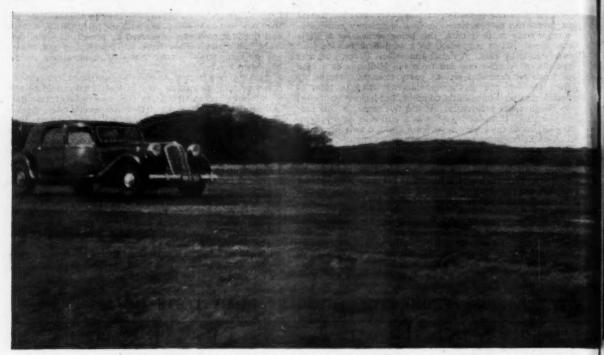
brakes are very good, better than they have ever been, but they have not kept exact pace with the performance increase and the heat problems intensified by present-day wing and body tendencies. They have the power, but not always the staying power under repeated applications or for mountain descents.

As the year's testing experience emphasized, the problem is not peculiar to British cars; in fact, a tale could be told about experiences with certain U.S. cars in this connection, but for the fact that we know there are several dozen readers out of the many thousands ready with pens poised, their minds firmly made up that we see no good in American cars and no faults in the British. They are quite wrong, of course, but it is doubtful if they can be convinced as to the impartiality that is brought to bear in these matters irrespective of nationality.

One of the more interesting aspects of the 1949 testing was the renewal of an acquaintance with some of the American cars that before the war was as complete as with our own. It is impossible here to attempt a comparison in general between American and British cars, even if there were point in doing so. In brief, however, they have gained in riding stability by comparison with 1939 models, quite strikingly so in one instance within the year's experience, although admittedly that car was fitted with the

#### SPECIFICATIONS FROM "THE AUTOCAR" ROAD TESTS OF 1949

0-30 M.p.h. Through Gears	0-50 M.p.h. Through Gears	0-60 M.p.h. Through Gears	M.p.h. Max. 3rd and 2nd Gears and Ratios to 1 (3-speed Gear Boxes, 2nd gear max. only)	Smallest Turning Circle	Tank Capacit		Approx. M.p.g. Range	Approx. Litres per 100 Km		round arance	WI	heelbass	Over	all Width	British List Price (at date tested)	Make a: d Model
sec 8.7	sec 28.8	800	2nd 44, 7.58	ft in 35 2	Imp. gallons L	itres (5.5	30-34	9.4- 8.3	in 64	em 17.46	in 97	cm 248.29	im 62	em 157.49	g 350	VAUXHALL
8.8	28.3	-	2nd 41, 9.71	36 3	7, 3	11.8	30-40	9.4- 7.1	8.9	22.61	90	228.60	57	144.78	Export	FORD Anglia Ten.
7.7	18-2	29.4	3rd 52, 7.00	37 0	11 5	0.0	23-28	12.3-10.1	71	19.05	110	280.67	63	160.02	865	ROVER 75.
7.1	17.7	27.9	2nd 36, 9.60 2nd 54, 7.71	39 0	10 4	15.5	23-25	12.3-11.3	61	16.51	100	254.00	64	162.56	775	TRIUMPH
7.7	22.2	36.4	3rd 51, 7.78 2nd 33, 12.89	36 0	10 4	5.5	26-36	10.9- 7.9	54	13.97	974	247.65	624	158.75	695	Roadster 2000. SUNBEAM-
5.9	13.0	18.4	3rd 67, 5.83	36 0	124 5	6.8	18-24	15.7-11.8	7	17.78	119	302.26	634	161.29	958	RILEY 21-litre.
6.0	14.9	22.9	2nd 46, 8.86 3rd 60, 5.84	39 0	124 5	6.8	23-28	12.3-10.1	64	16.51	96	243.84	668	168.59	475	AUSTIN A.70
9.6	25.9	44.7	2nd 37, 9.28 3rd 53, 7.72	35 0	8 3	6.4	25-30	11.3- 9.4	6	15.24	99	251.46	58	147.32	725	Hampshire.
5.5	14.2	21.8	2nd 35, 11.95 2nd 54, 6.62	40 0	16.8 7	6.4	17-23	16.6-12.3	74	18.10	1234	313.69	72%	185.10	_	Ten. FRAZEI.
5.9	14.5	22.7	2nd O.D. 77 3rd 62, 5.89	40 6	15 6	8.2	14-18	20.2-15.7	7	17.78	1174	298.45	744	189.23	895	HUMBER
4.7	12.3	19.2	2nd 39, 9.59 2nd 62, 6.25	46 6	151 7	0.5	15-19	18.8-14.9	72	19.69	118	299.72	764	194.31	_	Super Snipe. MERCURY
7.5	17.9	28.4	2nd 54, 7.71	40 0	10 4	5.5	23-26	12.3-10.9	7	17.78	108	274.32	634	161.29	775	Coupé. TRIUMPH
4.8	11.5	18.4	2nd 56, 7.50	40 10	164 7	5.0	15-17	18.9-16.6		20.32	124	314.96	77	195.58	_	2000. HUDSON
8.4	21.0	36.1	2nd O.D. 79 3rd 55, 6.30	38 0		3.2	25-28	11.3-10.1	7	17.78	102	259.08	66	167.64	- 550	Commodore. WOLSELEY
9.1	23.9	36.7	2nd 39, 9.42 3rd 55, 7.52	33 0		5.5	26-28	10.9-10.1	7	17.78	1074	273.05	63	160.02	625	Four Fifty.
6:3	13.5	18.9	2nd 34, 11.63 3rd 65, 5.87	37 0		3.6	15-18	18.8-15.7	7	17.78	120	304.80	684	173.99	986	S.M.1500.
7.9	21.2	34.4	2nd 46, 8.52 3rd 54, 6.78	37 0		5.5	24-27	11.8-10.5	6.7	17.02	1054	267.97	70	177.80	625	JAGUAR 31- licre Mark V. HUMBER
6.9	16.0	22.6	2nd 33, 11.24 3rd 66, 6.22	39 0		2.3	22-24	12.8-11.8	7	17.78	117	297.18	67	170.18	982	Hawk. A.C. 2-litre.
6.1		18.4	2nd 45, 9,01	39 0		6.9	22-25	12.8-11.3	64	16.51	96	243.84	70	177.80	645	AUSTIN A.90
8.6	13.7		3rd 74, 5.19 2nd 48, 8.25	34 0		1.8	32-36	8.8- 7.9	6	15.24	91	231.14	554	141.61	450	Convertible.
	25.2	-	3rd 46, 7.96 2nd 31, 12.32			3.5	13-15	21.7-18.8	74	19.05	131	332.74	741	189.23	1,395	Roadster, HUMBER
7.7	18.1	26.5	2nd 35, 9.56	43. 0			12-15	23.5-19.8	61	16.51	1194	303.53	73	135.42	1,425	Imperial.
6.0	13.6	20.0	2nd 42, 9,49	43.0		2.7			7	17.78	1134	288.29	68		-,	Princess.
2.6	12.3	18.2	2nd 50, 9.15	39 0		5.4	13-20	15.7-14.1		1,114			1	172.72	1,998	LAGONDA 24-litre.
9.4	48.1	-	2nd 38, 10.76	34 9		1.8	36-40	7.9 -7.1	8.87	22.53	90	228.60	55.9	141.99	242	FORD Anglia Eight.
8.9	23.9	40.2	3rd 52, 7.79 2nd 32, 12.90	33 0	-71 33	1.0	30-37	9.4- 7.6	7	17.78	93	_36.22	62	157.43	395	HILLMAN .
7.9	17.2	24.0		44 11	13 81	8.	15-17	13. >16.6	8.125	20.75	127	322.58	73	185.42	3,875	ROLLS-ROYCE Silver Wraith
7.0	17.7	25.9	2nd 54, 7.43 2nd O.D. 70.5, 5.20	39 4	14.9 67	7.7	18-21	15.7-13.5	8	20.32	113	287.02	694	177.43	-	STUDEBAKER Champion
6.8	14.4	21.9		45 0	15 68	1.2	16-21	17.7-13.5	7.	17.73	1211	303.61	73	177.80	850	CITROEN 2.8-litre Six.



export version of dampers, which tied it down extremely well.

Their overdrives are an undoubted asset for ease of fast cruising, and with the kick-down control through the throttle pedal for almost instantaneous return to normal top gear the overdrive is a feature that could be applied with marked benefit to some British cars. It is probably not so well suited to smaller engines as to the U.S. sizes and high power-weight ratios, but one feels that there are British cars which could take this feature as they stand. There may be better, and typically British, ways of attaining the same ends. Room exists for improvement in the pedal action, as in some instances more than in others

#### One Year of Cars

continued -

there is a tendency for the ordinary top gear to be regained when it is not wanted, the full-throttle position having been reached on overdrive, but this could be overcome.

The year brought as an entirely British project an example of two-pedal control, coupled with fluid transmission, on a car that does not appear in the table. The clutch pedal was entirely eliminated. No details can be given of this at present, but more is almost certain to be heard of it, and the development in question shows that British designers are alive to the problem posed by the strongly increasing U.S. move towards making control several degrees more automatic. Few British drivers may want such a revolution, but a world which can buy the American cars may well do so in the fairly near future. There is little doubt, either, that a transmission of this nature makes driving a notably easier process for the beginner and for those who have no wish beyond letting a car take them around with the least possible expenditure of skill and effort.

An aspect of Road Test performance figures which should be touched upon is the case of the puzzled, or even critical, reader from whom we hear periodically, who has

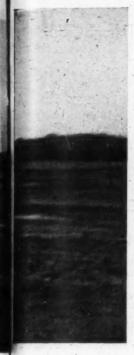
noticed different results published in motoring journals for the acceleration of a particular model and even an identical car, the registration number being visible. It is not my wish to decry any method of testing by stop-watch by experienced people that differs from our own long-established practice, reinforced since the war by our use of the fifth wheel and closely calibrated electric speedometer which gives the low-down on a car's normal speedometer. But it would be a remarkable coincidence if even the same car, tested at necessarily different times, in possibly strongly contrasting weather and barometric conditions, with inevitably varying human factors involved and on different terrain and also possibly surface, with its corresponding tractive resistance value, showed results within a few seconds for certain comparable tests.

#### Comparison Must be Selective

Fair and reasonable comparison can be made only between tests carried out under a particular set of conditions, with uniformity of technique assured as closely as possible in all respects that are under control. Between two or more such sets of tests, conducted conscientiously according to their respective techniques, there will at times be agreements and at times quite wide disagreements, perhaps hard to understand, yet usually explainable if all the circumstances are known.

The fifth wheel apparatus, now going into its fourth year on Road Tests by *The Autocar*, and no novelty, of course, even when adopted by this journal, has proved most successful. Improvements have naturally suggested themselves, not in the main principle, but chiefly in the chassis and in the method of fixing the wheel to the variety of cars presented, almost every one of which sets its own problem as regards shape of the bumper to which the wheel is usually attached.

During the year new items of technical specification have been introduced into the "Data for the Driver" panel in each Road Test, and the metric equivalents of certain items have been incorporated in consideration of the reader in countries where such measurements apply. It is not inappropriate to refer to the fact that nearly thirty years ago The Autocar originated the form of Road Test, with recorded performance figures, which has been followed in almost every language in which motoring publications



At speed on the 2,000-yard east-west runway, which allows acceleration figures up to the highest speeds required to be carried out in safety and without interruption. Depending, of course, upon the rate of acceleration and, to some extent, weather conditions, maximum speed can be recorded representing a value likely to be obtained under normal as distinct from semi-freak road conditions, and not necessarily the "ultimate maximum" a given car could reach on an exceptional stretch of clear road. 2,000 yards is 1.14 miles and, in Britain at all events, the opportunities of finding a greater length of flat, straight and traffic-free road, of suitable width and surface, without potentially dangerous intersections, are few.

appear, and which the manufacturers themselves have in many instances adopted and modified. Whilst the range of data is amplified from time to time in accordance with changing requirements, it is our definite policy to keep it comparatively simple and compact in form as best serving the greatest number of readers.

There may be some interest in the series number which appears at the head of each Road Test, now running well into four figures. The present range of numbering began in 1931, and the initial figure was based on the Tests published from the true commencement of the series, in the early 1920s. Allowing for the "dead" years, 1940-1946, a steady annual average of more than 60 Road Tests has appeared. Like the cars themselves of the period concerned, the earliest Road Tests exhibit a starkness most noticeable by comparison with those published in The Autocar today, but they clearly show the underlying theme which has made them perhaps the most popular and widely discussed feature in more than fifty years of motoring journalism.

#### " Criticism " Critics

Road Tests bring a most interesting steady correspondence from practically every country where English can be There is always the reader, more often than not impatiently waiting on the home market, who considers that the cars should be "bitten" harder for shortcomings and one suspects that a certain element inevitably enjoys seeing anything or anybody well and truly slated. One is prepared, however, to concede sincerity of intention to the majority of correspondents of this outlook, who in any case during the course of a whole year probably do not number a half-hundred. Very largely the point of view thus ex-pressed resolves itself into matters of personal opinion and likes and dislikes, plus the essential difference between carrying out even a comprehensive test such as the published reports are based upon and owning a car for six months and longer.

There are features, good and bad, which emerge in a very few miles of driving, about which there can be little argument among experienced drivers and which will live with that car as long as it runs and is properly maintained. There are others regarding which the experienced test driver may have doubts as to whether they will develop

into snags after some thousands of miles. But actualities are being dealt with and comment cannot fairly be offered on suspicions, although they may colour the tone of the commentary. Only the owner can provide the continuation of the story in due course.

Motorists who are keenly interested usually have strong views on all features of a car and cannot take kindly to unfamiliar controls, for example. A tendency to damn a car out of hand because it shows marked differences from what a man is accustomed to is almost irresistible. are obvious advantages in the accumulation of experience by someone who sets up to pass published comment on car behaviour in a responsible journal for the information of others. But his very experience in the game tends to make him more tolerant rather than more critical in some matters over-tolerant, some people would say. Therein lies an explanation of some part of this aspect of testing cars, the full exposition of which is in the order of booklet length rather than that of an annual survey in these pages. moral is pointed, too, by the thought that unduly hasty judgment can be passed on some features at first acquaintance, which would not be offered, in very many cases, if the person concerned had the same opportunity as we have of getting to know a strange car.

#### Judgment on Externals

A single factor, that of personal build, enters quite large into many opinions expressed on such points as door openings, instrument layout, and, of course, driving position and Those are among the features that come in very much for comment nowadays from the car-buying public, for no one can say of a 1950 car that it is badly sprung, has really unsatisfactory steering, inadequate brakes or a potentially troublesome gear box or back axle. The unlucky car comes out of every factory now and again and gives a false impression of its kind because of individual failings. Misuse and neglect account for some more hard comments, although the modern car can stand up to a good deal of such treatment. No one with varied experience would suggest that "feel" on the road, handling, precision of control, quite apart from actual performance, have been reduced-or raised-to a common denominator, but the fundamental road behaviour differences between cars are less striking than they were fifteen or even ten years ago.



The 90 m.p.h. version of electric speedometer in the testing posi-tion. Another head calibrated above 100 m.p.h. "genuine" is available when needed for the higher-performance cars. The extensible mounting is part of a Tapley apparatus; it enables the speedometer to be placed in a convenient position in different cars without requiring to be held by a passenger.

# Disconnected Jottings

#### BY THE SCRIBE

All In

WE are accustomed to talk airily about the need for luggage accommodation, but I often wonder how many of us have really proved how much can be got into quite small cars, especially if the back compartment is used. The other week I was transporting lares et penates a distance of twenty miles, and from the volume of stuff to be shifted I had thought that I should have to make three journeys. But the goods went on going in, and the doors continued



Like a Perspex furniture van.

to shut. Finally I wound the long suckers of a climbing rose (Caroline Testout, if I'm not mistaken) to and fro inside the locker lid and closed it, then drove off looking like a Perspex furniture van. It was a most convincing experience—especially of the way in which heavy loads affect performance.

#### One for the Road

LTHOUGH there may be a case for getting rid of some of our minor roads-and such opinions have recently found voice in The Autocar-The Scribe, while approving the realistic attitude behind the changes, would deeply regret some of them. A holiday motoring experience in Devon remains in my mind in support of this. The half-inch map, an old one of 1925, gave only a cart track across this part of Dartmoor, but since then a small road, but motorable, has appeared. This short cut, avoiding some of the ribbon horrors of the Plymouth area, and as a direct moor-land route to Yelverton, was enchanting, and the more so as it was not expected. Why has no one, I wonder, expatiated on the superiority of winter sunlight to that of the more vertical beams of summer? The near horizontal beams of winter bring out all the shadows and the shape of the landscape, all its hollows and fascinations, especially if it is moorland. There were brown wintry furze and a wonderful metallurgy of light on the running streams. The road and the surface made slow motoring essential. As I

wandered through this *chiaroscuro* the problem of small roads seemed larger than ever, but not to the exclusion of the moor.

#### Ethics

"I'VE bought this car to tide me over for a month or two," remarked a friend, "and it wasn't until I had done a few hundred miles that I realized that I was attracting the utmost politeness from A.A. scouts. I'm not a member.

"It isn't a car that thrills me; consequently I did not examine it closely for some time, and then I noticed that the previous owner had left an A.A. badge screwed to the grille. Well now, I suppose I ought to take it off. But I'm a busy man, the bolts are rusted, and even if I get it off there will be a most peculiar patch on the grille. Would you take the trouble?"

That was a poser which I preferred



Utmost politeness from A.A. scouts.

not to answer, and I regret to report that my friend is still driving around receiving homage from road scouts without a vestige of justification.

#### Car plus Plane

L AST Saturday morning, with the clouds low, a colleague set out in his car for London Airport. A few minutes after arrival he was airborne and climbing into brilliant sunshine above the cloud belt. The aircraft was heading for Prestwick, on the Ayrshire coast, with a distinguished party of passengers, for a christening.

One of the new fleet of B.O.A.C. Stratocruisers, it was being flown north at the invitation of the Scottish Advisory Council for Civil Aviation for an official naming ceremony by Lord Pakenham. Those motorists who are apt to think of complication in terms of number of cylinders might reflect that "Caledonia," flagship of the B.O.A.C. line, has four 28-cylinder air-cooled radial engines, and a matter of a mere 224 sparking plugs! Weighing 60 tons, the double-decker Stratocruisers have luxurious accommodation for 55 to 60 passengers. It took but five minutes to climb into a

clear blue sky and perfect sunshine, and the touch down at Prestwick was r hour 32 minutes later. After the naming ceremony and lunch the perfect homeward trip was accomplished in the same elapsed time.

Returning home by road again, my colleague mused on the comfort and speed of modern travel, with nearly a thousand miles between breakfast and dinner and approximately three hours in Scotland. That brief halt, incidentally, enabled Sir Miles Thomas, chairman of B.O.A.C., to invite visitors to the airport to look over the fine new flagship.

#### As Others See Us

THERE are times when outside opinions give a cold shock, and such a one was administered by a letter in a daily newspaper this week.

Mr. Edwin Tetlow, normally an exile from this country, recounts how police in London awaited motorists who were wrongly parked when they might well have prevented the offence. That, he submits, is to be regarded as an ominous sight, and, come to think of it, it is.

#### Fierce Jays

THERE may be a race of beings who would like to eliminate the car altogether. It is possible to understand slight resentment on the part of walkers, of the dyed-in-the-wool (or is it leather) type, annoyed by the perpetual swish of cars past them on a busy road.

There are plenty of peaceful places for hiking, anyway, and what are we to say of the type—I met one a few days ago—who just stands in the



Fanatic's gleam in his eye.

middle of the road? It was before a bend at that, and he would not budge as I approached. Having had experience of this sort of thing before, I did not pull out for him, and my wing must have almost brushed the pile of his trousers. As I passed, somewhat nettled, I just caught the fanatic's gleam in his eye. Behaviour of this kind is more likely to result in the end of the fanatic than the car.



### THE HUMBER HAWK

Praised for its beauty and comfort

... prized for its economy

The Humber Hawk carries six people in spacious comfort, and combines outstanding all round performance with exceptionally low running costs. A car of medium power, it is compact and easily handled in traffic, yet capable of high average speeds on the open road. Its traditional Humber distinction is both a business and a social asset.

#### SYNCHROMATIC FINGER-TIP GEAR CONTROL

makes every gear change lighter, smoother, faster. With the floor unimpeded, three people can ride in comfort on the bench type front seat. All seats are within the wheelbase and riding comfort and stability are truly superb.



#### RELIABILITY PERFORMANCE AND SAFETY

The secret of the Hawk's performance and economy is in the power unit. The result of years of experience, this thoroughly reliable engine has been fully proved all over the world. It is an outstanding example of Humber precision engineering.





T H EManufactured by Humber Ltd, Coventry. London Showrooms & Export Division: Rootes Ltd, Devonshire House, Piccadilly, London W1

ROOTES



The valve core is the vital part of every pneumatic tyre and should be protected from dust and grit by fitting a valve cap. The Schrader valve cap does much more than this, for when fitted finger tight it is airtight up to 250 lbs, thus providing a secondary

air seal. Thanks to the standardised Schrader valve, every cap, like the core itself, fits every valve. No variation with different tyres or during long-distance or foreign travel. These little points, so perfectly taken care of, have added a big contribution to motoring progress.

# Schrader THE ACE OF STANDARDISATION



A. SCHRADER'S SON (Division of Scovill Manufacturing Co.)



8 29 TYBURN ROAD, ERDINGTON, BIRMINGHAM, 24

### NEWS and VIEWS

#### **Brussels Show**

FIRST of the international exhibitions Γ to take place during 1950 will be the thirty-third Brussels Salon, which will be open from tomorrow, January 14, until lanuary 25. This exhibition is im-January 25. This exhibition is important to the British motor industry because it forms an excellent Continental shop window and it is, naturally, receivconsiderable support, there being ing considerable support, there being twenty British manufacturers whose products will be displayed:

Armstrong Siddeley, Austin, Bentley, Bristol, Pord, Hilman, Humber, Jaguar, Jowett Javelin, M. C., Morris, Riley, Rolle-Royce, Gover, Singer, Wolseley, Sunbeam-Talket, Triumph, Vauthall, As usual the exhibition will be staged

in the Grands Palais du Centenaire, which is a large modern building ad-mirably situated for the purpose. It will be the third of the post-war series, which have rivalled the Paris Salons in the artistic manner of their presentation. Indeed, it is estimated that preparing and decorating the huge halls last year cost £60,000.

It was recorded last year that, although during 1948 Belgium was Britain's fourth best customer, conditions had changed inasmuch as the sellers' market of 1948 had definitely become a buyers' market. It will be in-teresting, therefore, to see what effect has been made by the devaluation of the £, especially in view of the strong Americhallenge represented by different makes. It is also notable that the German industry is well represented by B.M.W., Borgward Hansa, Mercedes-Benz, Opel and Volkswagen. France

has ten representatives and Italy three.

The next issue of *The Autocar*, dated January 20, will contain a full report of the Brussels Motor Show.

Dates of the other motor exhibitions this year are as follows:

his year are as Tollows:—
February 24-March 5.—Copenhagen Motor Show.
March 16-26.—Geneva Motor Show.
April 15-23.—New York Show of British Cars.
April 20-30.—Amsterdam Motor Show.
May 4-42.—Vienna Motor Show.
May 14-21.—

September 22-30.—London Commercias hibition. October 5-15.—Paris Motor Show. October 18-28.—London Motor Show.

#### **Glasgow Crossings**

To economize in capital, the system of special pedestrian crossings that was to have been tried in Sauchiehall Street, Glasgow, has been abandoned by the Ministry of Transport. The pro-posal was to make crossing the road at other than the specified points, at 200yard intervals, illegal.

Because of the heavy volume of traffic in this city, uncontrolled crossing by pedestrians causes much difficulty to drivers. Similar proposals were being considered for Aberdeen.

#### I.M.I. Annual Dinner

OOD-NATURED and election-con-GOOD-NATURED and expense of the guest of honour, Sir Hartley Shawcross, the Attorney-General, spiced the excellent annual dinner of the Institute excellent annual dinner of the Institute of the Motor Industry at the Dorchester Hotel, London, on January 5. Sir Hartley, however, showed in his speech that he was well aware of the special problems of the motor industry, and endeared himself to his audience by the confession that he, extending the activities of the Water Rat, not only liked

'messing about in boats' but also tinkering with cars.

The aim of the Institute is to raise the professional standards of the industry by education, and plans to extend this aim were outlined by the Master of St. Catherine's College, Cambridge, Col. Donald Portway, T.D., M.A., A.M.Inst.C.E. The summer school of the I.M.I. is held at St. Catherine's College. lege. In an interesting speech, Col. Portway said that his hearers would not see an atomic car, nor a jet-propelled one, but that the gas turbine was coming as a power unit before long.

#### **BEN Loses Almoner**

THE retirement of Mrs. L. A. Riley I from the post of almoner of the Motor and Cycle Trades Benevolent Fund (BEN) has been announced with widespread regret. During the last 22 years she has dispensed relief and given sound advice to well over 2,000 bene-ficiaries, many of whom have been particularly appreciative of her kindness and incisive grasp of welfare problems.

Obituary

THE death of Mr. R. E. Bluemel, following a long illness, has been announced with regret by Bluemel Bros., Ltd., manufacturers of motor accessories. Mr. Bluemel was the son of Mr. Ernest Bluemel, one of the founders of the original form of C. W. Bluemel of the original firm of C. W. Bluemel and Bros. A director of the firm, he had concentrated on the technical development of all the company's products. He was 55.

#### Free Fitting

A MANCHESTER radio dealer, with three branches in the suburbs, recently announced that he would fit suppressors free of charge to the cars of anyone who called. He bought 10,000 sup-pressors in readiness for the rush—but most of them are still on his shelves.



Col. A. C. R. Waite.

#### **Austin Export Plan**

FIRST-HAND knowledge of motoring needs overseas is to be acquired by Col. A. C. R. Waite, M.C., deputy chairman of the Austin Motor Export Corporation, who left England for Bombay on January 12. He will subsequently visit Austin's Indian car assemblers in Madras. From India Col. Waite will go to Australia, where he will meet the com-pany's leading distributors and dealers. The trip has been arranged in continuance of Austin's policy whereby high officials gain personal knowledge of foreign requirements.

#### **Vauxhall's Record Exports**

VAUXHALL MOTORS have announced V that in 1949 they exported 57,831 vehicles—4,991 more than in 1948. This represents an average of nearly 240 vehicles sent abroad each working day throughout the year. The total was made up of 34,018 cars (75 per cent of total production) and 23,813 trucks, buses and vans. Total value of exports, including spare parts, was nearly £16,000,000, of which £3,250,000 came from hard currency countries.

Best customers were Australia, Bel-gium, Holland, South Africa, New Zealand, India and Switzerland.



The Paramount Roadster Mark I, a new small sports car, photographed in front of the team responsible for its design and construction. Features of the car include a tubular chassis, i.f.s. of wishbone pattern, hypoid bevel rear axie and two-leading-shoe hydraulic brakes. Wheelbase and track are 8ft and 4ft 2in respectively, and the power unit is the well-tried Ford Ten, fitted with twin carburettors. The aluminium-panelled body can be obtained as either a two- or four-seater, and a wide choice of colour schemes is available; the all-up weight is 14½ cwt. Price (two-seater), £494, (four-seater), £498, plus purchase tax. The builders are Paramount Cars (Derbyshire), Ltd., Swadlincote, Burton-on-Trent.



AST week there was unveiled in New York at the Waldorf Astoria Hotel a small experimental car built by Motors and intended for sale at about \$9.50 or \$1.000 (£357). It was shown to test public reaction. Hitherto America has not specialized in small cars; in a country where fuel costs are low and quantity production is the rule, fullsized vehicles have been in favour. Impressed, no doubt, by the flow of foreign-built economy cars into the States, including many vehicles of British, French and Italian manufacture, Nash Motors have produced an attractive sample hand-built two-seater which is illustrated on this page. Although the car is unquestionably handsome in appearance and its design features are appealing, it would appear that this entire change of policy is not one about which even its protagonists feel over-confident in a long-

two-seater convertible only.

policy is not one about which even his protagonists feel over-confident in a long-term view. At the time of the exhibition, Nash Motors issued a folder entitled: "Does America Want the Economy Car?" In the folder, opinion was invited, with the exhortation to readers "to be as critical as you like." Pre-stamped envelopes were provided.

Of the two specifications advanced, car "A" has a four-cylinder engine developing 18 h.p. and car "B" also a four-cylinder engine developing 36 h.p. Since details of these two proposed types, as Nash sees them, will interest readers, they are appended. Under design features, there is "like it" or "don't like it" for the critic's choice.

It is stressed by the Nash president, Mr. G. W. Mason, that no tools have been built or even started, nor is there a production programme at present, and

a production programme at present, and

many months would be required if the company decides to go ahead. It is understood that a world market is en-

visaged by the sponsors of the project.

The car on exhibition had the 500B Fiat engine installed, but alongside, on separate stands, were the 1,100 c.c. Fiat and the new 1,247 c.c. Triumph May-flower unit. Nash estimates that the sporting two-seater with the smaller unit, developing 18 h.p., would give 45 to 50 m.p.g., a top speed of 60 m.p.h., and adds: "Gear shifting would be required on hills." With either of the larger units of 36 b.h.p. (1100 c.c. Fiat and Triumph Mayflower) m.p.g. is quoted at 35 to 40, top speed estimated at 65 m.p.h., and "it would handle most hills in high

The first example is an open twoseater on modern lines, with a flush-sided body, sloping bonnet and a radiator

Cylinders	GAR A with 18 h.p. engine	GAR B with 36 h.p. engine
Horse-power	About 18	About 36
Maximum speed	60 to 65	65 to 70
magamam special tittle	m.p.h.	m.p.h.
Transmission	4 speeds	3 speeds
,	forward	forward
Miles per gallon	45 to 50	35 to 40
Tyre Mileage	Over	Over
-3.0 111101180 1111111111	50,000	50,000
Wheelbase	84in	84in
Track	47in	47in
Overall length	145in •	145in
Overall width	62in	62in
Height	53in	53in
Width at seat	50in	50in
Head room	36in	36in
Leg room	40in	40in
Weight	1,350 lb	1,450 lb
Delivered price	About	About
	\$950	\$1,000

grille merged in the bumper. The bonnet, bumper and wing assembly swing upward complete, for easy servicing. The car has a very neat folding hood with side screens.

with side screens.

In their investigation, Nash Motors ask definitely of the motoring public whether they would prefer the smaller-engined car "A," or car "B" with the larger engine at \$50 increased cost, "with less economy but better performance."

According to a American corresponse

According to an American correspondent, there is no doubt of the great interest aroused among the public by this "feeler," not only in New York but also

Among those attending the New York show were Mr. E. G. Grinham, technical director of Standard Motors; Sir William Welsh, representing the British motor industry; and Professor Vittorio Velleta. of the Fiat works.

of the Fiat works.

The initial output discussed for car

"B" is 1,000 per week, increasing to
2,000 per week, and the proposal is to
adopt British or Italian power units. The
Standard company, Sir John Black
announces, is in the position of having
manufacturing capacity available for
production of engines, gear boxes and
other units in excess of its existing production of complete cars because of the
continuing shortage of abeet steel in continuing shortage of sheet steel in Great Britain. Further news will be

awaited with interest.

The view is that if Nash decide to put a small car into production, it may be offered alternatively with either the smaller or the larger engine rather than concentrating on one type. Analysis of the replies received to the questionnaire, however, will guide the Nash directors.

1950

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ng

ORTHBOUND travellers on the Kendal to Carlisle route will be very familiar with the imposing line of hills seen some ten miles to the east across the Vale of Eden. This impressive stretch of the Pennines, culminating in Cross Fell (2,930 feet) is worthy of closer inspection. Excluding the Lake District, there is no finer range of hills to be found in England. Between Brampton and Brough, a distance of 38 miles, there is only one road from the west crossing this chain of windswept hills. This road covers the twenty miles between Penrith and Alston and climbs from a height of 282 feet near Langwathby, to Hartside Cross, 1,889 feet above sea level.

Penrith is an excellent starting point for the journey and is quite a good touring centre in itself. The graveyard of historic St. Andrew's Church is worth visiting in order to see the four hog-back tombs and the ancient cross called the Giant's Thumb. If you are feeling energetic, Penrith Beacon (937 feet) is less than a mile from the town. There is a fine view of Ullswater from the summit. There is not much left of the 15th-century Penrith Castle, but Brougham Castle, two miles to the south-east, is quite imposing. The best approach is from a branch road leading eastwards near Eamont Bridge and passing Brougham Hall, itself almost a castle.

You will see the castle from all angles if you follow this route to the Appleby-Penrith road; turn westwards and cross-the bridge over the River Eamont. Brougham is then seen in a commanding position above the river bank with the river in the immediate foreground. The castle was originally built on the site of a Roman camp and dates largely from the 13th and 14th centuries. There are ancient wells, a dungeon, a keep with walls eleven feet thick, a ruined chapel and a 13th-century oratory. This fine old castle, so beautifully situated in park-like surroundings, was the seat of the Cliffords and much beloved by Wordsworth.

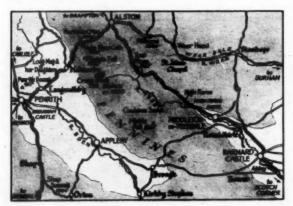


Alston, a little town of stone houses and a steep cobbled street, "and a church with a tall spire."

# THE ROOF OF ENGLAND

OVER THE PENNINE WATERSHED : BY G. DOUGLAS BOLTON

After looking round Brougham Castle I rejoined the Alston road and continued to Langwathby, approaching it by a fine bridge across the Eden. This village, with its broad green and cosy houses, is typical of the Vale of Eden. Still more pleasant is the beautifully situated village of Melmerby, which nestles at the foot of the great wall of



the Pennines. I liked the spaciousness and colouring of the village with its wide greens and fine trees. I watched a flock of geese busy fattening up for Christmas. It was a sunny but blustery autumn day and quite a gale was blowing. I wondered if this was owing to the curious antics of the Helm winds, which often cause a boisterous disturbance at Melmerby although the surrounding district may be calm and still. This district abounds in prehistoric remains such as King Arthur's Round Table, the Mayburgh monolith near Eamont Bridge, and Long Meg and Her Daughters about three miles north of Langwathby.

Immediately beyond Melmerby I commenced one of the most enjoyable climbs in England. The ascent is 4½ miles in length and climbs from 541 feet at Melmerby to 1,889 feet at Hartside Cross, thus averaging about 300 feet per mile. From this it will be seen that the gradient is quite gentle and most medium-powered cars could make the ascent on top gear if there were not so many bends. But this first-class main road, although it has an excellent surface, has so many sharp corners that most motorists will find continual gear changing the order of the day.

I found that as soon as I had built up speed and engaged

I found that as soon as I had built up speed and engaged top gear one or other of the many acute bends would reduce speed to 20 m.p.h. and I should be back to third gear again. But it is a fascinating hill and one of the



Brougham Castle was the seat of the warlike Cliffords.

#### THE ROOF OF ENGLAND

continued

longest sustained climbs in England. I need hardly add that the view becomes increasingly expansive all the way to the road summit.

There is no need to stop during the ascent, as the best view is from the summit. I first enjoyed this view when sitting behind a plate of chicken and salad in 1935 at the Helm Wind Café. This is built at the extreme summit of the pass and is 1,889 feet above sea level between the slopes of Hartside Height to the north and Fiends Fell to the south. I know of few other places in England where you can find a café or inn at such a height. The view is tremeadous on a clear day and covers most of the Lake District, the Vale of Eden to the silver Solway, and the fringe of the Scottish Lowlands.

It is over five miles from the Helm Wind Café to Alston and the entire route is a gentle descent. It makes one of the longest and safest free wheels likely to be found in this country and with the engine off you can coast gently downwards as silently as a ghost. But in spite of this five-mile descent Alston itself is 960 feet above sea level and can thus claim to be the highest market town in England. Alston is very near to Egypt, but this is only the name of a tiny hamlet a mile to the north on the Brampton road.

Alston is a curious little town with a steep, cobbled street, gaunt stone houses—some with exterior stone staircases—a fine market cross, an interesting fown hall and a church with a tall spire. There is an old-world atmosphere about the place and a weather-beaten air suggesting its survival of many a storm. The town is surrounded by some of the highest roads in England, the Brampton road being the only exit which does not involve a long climb. The road to St. John's Chapel via Killhope reaches a height of 2,056 feet, thus making it the highest main road in England. I made the ascent, but the view from the top is rather disappointing. Like the view from Scotland's highest road at Cairnwell, near the Devil's Elbow, there is

too much surrounding land of considerable height to make the scene very extensive. It is not to be compared with the view from Hartside Cross.

The road from Alston to Barnard Castle is one of the finest, longest and loneliest moorland routes in the country. There are tremendous vistas of rolling heather-covered moors with views of Cross Fell, highest peak of the Pennines, and Mickle Fell, Yorkshire's highest hill. Here and there you will find remote whitewashed farms and sparkling streams. This road, too, reaches a very high elevation and seven miles of the route are at a height of over 1,500 feet. The summit is reached at 1,962 feet at Yad Moss, near the county boundary between Cumberland and Durham.

Nearly a mile past Langdon Beck Hotel a footpath branches off from the roadside and leads to Cauldron Snout, a well-known waterfall on the River Tees. This is a lonely moorland tramp through very wild country and as it is an eight-mile return walk this is not an excursion to be attempted without ample time. Unlike High Force, which makes a single tremendous plunge, Cauldron Snout is a series of cascades down a rocky stairway. High Force, about seven miles downstream, is best approached from the High Force Hotel, which is three miles beyond the Langdon Beck Hotel. There is a small charge for admission to the fall, which is approached by a charming path through a dense wood. It is a delightful walk made intriguing by the ever-increasing roar and thunder of the waterfall. The path eventually emerges deep down in a rocky amphitheatre where the River Tees plunges 72 feet over the edge of a black wall of rock. The river is wide at this point and the fall is split in two by a huge bastion of rock rising some 80 feet from the river bed. Normally the fall keeps to one side of this enormous outcrop, but in time of flood a secondary fall is formed, thus converting the rock into an island. Should there be an exceptional flood the rock is nearly submerged and then the scene is

truly stupendous. Even under normal conditions this is a singularly impressive and majestic waterfall. There had been a good deal of rain on my last visit

There had been a good deal of rain on my last visit but despite this the twin waterfall had not appeared and I was able to climb the steep path to the top of the fall and out on to the towering buttress of rock. If you are very careful it is possible to look over the edge into the inky cauldron below, but this is not a procedure I can recommend.

There are pleasing riverside walks above the waterfall and on past occasions I have gathered bunches of wild pansies and bee orchids. On this occasion I stayed at the High Force Hotel, which is delightfully situated and within sound of the falls. For the business man who wants a weekend away from the turmoil and bustle of city life, this is a restful and cosy little hotel enjoying a remote situation at a height of nearly 1,100 feet.

#### River Boundary

The Tees follows a striking and tumultuous course for the next two miles downstream and there are agreeable walks through the woods. It is rather surprising to note that the other side of the river is in Yorkshire. Another but less impressive cascade is called Low Force, near Winch Bridge, a little to the north of Holwick, Yorkshire's most northerly hamlet.

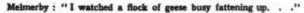
I continued to Middleton-in-Teesdale and followed the course of the ever-widening Tees to Barnard Castle, a solid, substantial and richly mediæval town. This is another place worthy of a lengthy stay as there is much to see in the town itself and in the immediate vicinity. The town is built high above the river and the best view of the castle is from the far side of the superb twin-arched Gothic bridge across the river. On returning to the town I noticed a 15th-century building, now used as a restaurant, with carved grotesques over the doors. After looking round the 12th-century castle I drove to the magnificent Bowes Museum, about half a mile to the east of the town.

It is impossible to mistake this noble building, reminiscent of an enormous French château. It was actually modelled on the Tuilleries. This museum was built by John Bowes at the suggestion of his wife, the Countess of Montalbo, who laid the foundation stone in 1869. After her death in 1874 (leaving all her personal property to



The River Tees plunges 72ft over a black wall of rock at High Force waterfall, Teesdale.

the museum) her husband continued with the work until his own death in 1885. He bequeathed £125,000 to the museum as an endowment. First opened to the public in 1892 it is almost completely filled with the splendid collection obtained by the artistic insight and industry of John Bowes and his wife during their lives. One can only marvel that they were able to build such a treasure house and fill it with such a costly and beautiful collection of objets d'art.





Drivers racing for their cars at the start of the production car event of the International Trophy meeting at Silverstone on August 20. Leslie Johnson and Peter. Walker, driving Jaguars, were first and second.





#### DIFFICULTIES IN THE WAY OF REALIZING A POPULAR IDEAL

T is abundantly apparent that a race for the sports and super-sports cars with which the public is thoroughly familiar would be a great success; such a race could, in fact, if properly managed, provide a greater inter-team battle, a finer finish, and all-round more interesting results than the average Grand Prix race does today.

There now exists an understandable desire to get back to some form of racing with cars that resemble, without doubt or question, the cars that are produced and sold in sufficient quantities and at such a price as to be attainable. That was really the idea behind the beginnings of racing, which served its purpose chiefly in developing next season's car by experiment with existing designs.

For evidence in support of stock car racing there is the abundant enthusiasm, and the fervid controversy, which arose from the production car race at Silverstone, apart from the fact that every now and again one of the fast sports cars is timed officially in order that the speed it records should be claimed as a type performance.

#### What Is it?

A great many problems have to be settled before racing with sports cars, or with production cars generally, can be satisfactory. For one thing, there must be a clear understanding of what is meant by "stock," and by a "production" car. Very much hinges on this, easy though the solution seems at first glance.

Now it is obvious that the only guarantee that the car raced is exactly similar to the car sold is to allow the organizers to select the vehicle at random from a sufficient number of similar machines. To have that car run in under observation will guarantee that there are no tricks, and then it can race. Manifestly it would be impossible to allow the manufacturer to select his own car or to rely solely on his assertion that the machine is standard in all respects, not so much because a deliberate trick is possible, but because there is so much room for misunderstanding as to the meaning of phrases. In any case, it is accepted that an independent authority must settle such matters.

Then again, it must be settled once and for all how many machines of a given type must be made for that type to qualify as "in production." A specialist firm with a very small production, and with more than one eye on the possibilities of racing and competition work, can so easily produce cars really designed for racing and, what is more, back them

with a catalogue in which is every single thing which you might need for any form of competition—selected gear ratios, engine size, carburettors or compression ratios, to say nothing of plugs or tyres. Thus equipped, the factory in question could be certain that from whatever agent a car was selected that machine would be absolutely the best that could be contrived by the makers for a given competition.

The "catalogue extra" business needs a lot of thought and the solution must obviously be that a given and sufficient number of cars have been manufactured, or even sold, with the modifications which the catalogue allows. If this is not done, it would be quite easy to catalogue everything wanted without mertioning the price, or to put that price so high that the manufacturer would never be worried by large-scale demand.

Selection in this fashion is obviously the only answer to a number of conundrums, for the alternatives are full of unexpected snags. For example, to allow the car to run and then to check it against the standard specification would be an immensely lengthy job entailing stripping the entire machine, comparing it with the works drawings, and making allowances for reasonable wear and tear. Inspecting the winner, or the first three, would be a poorer alternative, since it would be possible to run a "special," outwardly similar to the standard car, at great speed until the last few laps and then cause it to disappear, thereby gaining tremendous kudos and the sympathy of many under the heading of "bad luck." This is the same problem as upsets the fuel consumption limitation, because, in this type of event, a car that is being driven much too fast can lead until the last lap and then stop, having run out of fuel; but it obtains the best of the publicity at the expense of another car which is driven more slowly to ensure that it does finish.

There is another profound problem; is it fair to race a stock car? Even in the hands of the enthusiast the fastest sports car cannot be driven on the road as they would be in a race. Inevitably the engine, brakes and tyres obtain relief which makes all the difference; that relief does not

exist in a race. Therefore you have the probability that tyres, brakes, plugs and sometimes more vital components will not stand up to a long race though they are perfectly satisfactory in every way when the car is in the hands of a normal user, however highly enthusiastic. Designers can object quite fairly that their job has been done well; production people can argue that so long as this is so it would be foolish to modify, and both sets of engineers would be right.

The normal outer cover is, as we all know, astonishingly durable, but it is very doubtful if it could stand racing cornering for very long. The plug, satisfactory normally,

# Racing BY CASQUE

is unlikely to be one which would suffice when the engine was mostly at maximum revs and the throttle flat open. The same argument can apply to brakes and shock absorbers. Again, should the normal car be delivered to the public with the extravagant carburettor setting which would give the engine maximum power and, if so, would the owner like the resulting m.p.g.?

It would be reasonable to argue that if a car were selected because it had so much performance for so much money, the fact should be demonstrably true and the car should be able to put up that performance. This means that the tyres supplied with the 130 m.p.h. car should be more what we know as racing tyres than stock tyres; the same would again apply to shock absorbers, plugs and carburettors. But all these entail an increase in the price of the vehicle which may, or may not, be sound policy.

Then one must remember that the preparation of a car

Then one must remember that the preparation of a car for racing consists very largely in remedying immediately such defects as are revealed in practice and this cannot be done at all if the car is to be stock. One might be faced with the very awkward proposition that practice had revealed a defect and yet be unable to do one single thing to remedy the trouble. In the end, therefore, you have to consider what modifications could be allowed if a production car is to be taken through a long race. During such discussions the number of suggested modifications becomes so high that you might just as well not have a stock car at all if you are going to try to please all the theorists. But there is a great deal to be said for very limited

But there is a great deal to be said for very limited modification; to the type of plugs, to the setting of the carburettor, and especially to the type of tyre used, even if, by allowing these modifications, you take something from the value of a race as a means of encouraging people to buy your wares.

Bodies are a problem of equal importance, for nobody

who is racing quite likes a large glass windscreen just in front of the driver, whatever the type of glass employed; but, since the saloon body must quite obviously come into the picture, it must be assured that the ventilation inside the car is efficient and that, in the unfortunate case of the car turning over, it is possible to extract the driver quickly or for him to get out by himself.

It is very doubtful, however, if the driver of a closed

It is very doubtful, however, if the driver of a closed car can see clearly whether he is being overtaken by another machine. Such facts give some idea of the difficulties which have to be faced. None of them is insurmountable; all of them must be tackled if production

racing is to be organized.

But the problem would be much simpler were it not for the fact that the race, to be a race, must be international. Now, difficult as it is to make sure that the machines built in one's own country are, in fact, of the correct production type according to the rules, the difficulties of making equally sure about a foreign car are at least three times as great. It is always very difficult to rely on the evidence produced from other countries because the value of that evidence depends on points of view which may differ to extraordinary degrees. In the end, therefore, the status of a car, and its suitability for production car racing, would have to be registered by somebody like the F.I.A., who can be entirely unbiased and strong enough to disregard ill-feeling resulting from an unfavourable decision.

#### In the Dark

Finally, a production car race has to be long if it is to be effective; long enough, that is, to run through darkness, because that means that the electrical installation must be real and effective, experience having taught that the electrical installation required for a daylight run can be very sketchy.

So there you have the problem: Are we to run stock cars, the standard machine with certain modifications, or are we to go right over to the Continental idea, which is that you should first define a body of the type that will be useful in ordinary motoring for a fast sports car and then ensure that every car carries a body of this type within certain minimum dimensions.

That settled, the car must run for 24 hours; a type of fuel which can be obtained from a pump during normal touring should be used; and the engine must be started always with the starting motor. The resultant machine ought to be the prototype of a really good sports car.

Simple, you see, but with one rather serious drawback. Under these rules the chassis part of the car would become more and more expensive until it was just as much a "fabulous monster" as the racing car is today. And somehow or other the cost must come into the project; in fact, classes, since sports car racing must be divided into classes as things stand today, ought to have price, not engine capacity, as a limit, for what the owner really wants to know is how much performance he can get for how much money.

Casque.

In South Africa, a gaggle of M.G.s knes up for a 15-mile production car race on November 25 last at the new Grand Central Speedway, half-way between Pretoria and Johannesburg. G. F. R. Paxton won at 53.8 m.p.h.



#### SCIENCE AND ROAD TRAFFIC-3



THE SPEED LIMIT THAT DOESN'T WORK. This is the stretch of B473 over which the figures in the table on the opposite page were taken. One of the timing strips crossed the road at just about the spot shown in the photograph.

This is the third of a series of articles describing the work of the road safety section of the Road Research Laboratory at Langley Hall, near Slough, which has made considerable progress towards determining the laws governing the behaviour of road traffic. Previous articles appeared in the issues of December 9, 1949 ("Collecting the Data") and December 30, 1949 ("Pint Pots and Quarts"). A glossary of the terms employed appeared on page 1373 (December 9).

ROBABLY no one regrets more than the road research scientists the absence of comprehensive traffic statistics up to comparatively recently. However, in the short life of the road safety section (about two years) sufficient alterations have taken place to road layouts and traffic control schemes for the Laboratory to be able to make a study of "before and after" effects and draw some interesting conclusions. If the proof of the pudding be in the eating, these may be said to be mouthfuls that give those who study the results a taste for more. The Laboratory urges police and road engineers to make similar studies, and is glad to assist as regards the methods by which they may be most usefully carried out.

In recounting these studies only their effect on traffic flow is considered. Their full relation to accidents is a longer-term analysis which the Laboratory is making.

The extensive prohibition of waiting in London streets has been one of the major developments in traffic control recently. The "No Waiting" Order was made in May, 1947, and consequently the road safety section has been able to make investigations into its results in certain streets. were four in number, and the obser vations were made between noon and 2 p.m. and from 4 to 6 p.m. on a number of weekdays. Three methods were adopted: (i) cars were driven along each route at least twenty times and the time of passage between fixed points was recorded, together with the points was recorded, together time that the vehicle was stationary at traffic lights, for example.

number of standing vehicles was also noted. (ii) A census of vehicles was taken on each of the four routes. (iii) On some of the days photographs were taken from aircraft flying along the routes at two-second intervals. From these it was possible to deduce average speeds, headways, transverse distribution, and location of parked vehicles. The results are tabulated at the foot of this page.

Before recording the comments of the Laboratory on this

table it is necessary to meet an obvious criticism, sharpened by the fiasco of the Gallup poll on the American presidential election in 1948. It is that these investigations are "sampling" investigations, and how far can they be guaranteed? In Dr. W. H. Glanville's Paper (vide Article I), it is freely admitted that the application of sampling methods requires much study, which is going on at the Laboratory. But several authorities have given indications of the accuracy of sampling in certain types of survey work. Dr. Glanville gives one instance of accuracy experienced in the road safety section's work. As a result of a number of observations of vehicle speeds during before and after studies it appears that a sample of about twenty measurements made at random both before and after will frequently permit a 10 per cent difference in mean speeds to be detected, with a twenty to one chance of its being correct.

The ordinary motorist's reaction to this is that without sampling there is nothing but guesswork, and that sampling is obviously good enough until better methods are evolved. It was a pity that more stress was not put on the very limited degree of inaccuracy which caused Gallup polls in

# Proof of the Pudding

the U.S.A. to predict a victory for Governor Dewey. To revert to the table, then, a caution should first be voiced against the rapid glance at the last column on the assumption that these are the "results," rather like the points column in the football league tables. They are not. Let the Laboratory summarize:

The traffic flow was not appreciably changed in the

period considered.
"Parked" vehicles, as opposed to "temporarily over stopped" (such as buses and taxis), were reduced by over 60 per cent, and the overall reduction (all classes) was about 40 per cent. Against the marked reduction of parked vehicles were offset the corresponding increases in adjoining streets. There was also a marked increase in the use of bombed site car parks in the vicinity.

Journey speed average increased by 10 per cent, and

AVERAGE JOURNEY SPEEDS AND NUMBER OF PARKED VEHICLES PER MILE.

Route	Direction				Ave	age num vehicles	Traffic flow at representative points (vehicles per hour)				
	of travel	Before han	After	% im- prove- ment	Side of Street	Before ten	After	% decrease	Before ban	After	% change
A	Eastbound Westbound	8.6 8.0	9.0 8.9	4.4 11.6	North South	12.1 12.7	3.9 5.2	68 59	785 893	756 874	-3.7 -2.1
8	Eastbound Westbound	8.3 7.8	10.3	24.6 12.9	North South	38.0 35.2	16.5	57 68	501 541	500 503	-0.2 -7.0
С	Northbound Southbound	7.3 7.8	8.1 8.3	10.8	West East	18.3 14.5	8.5 6.7	54 54	566 489	573 507	+1.2 +3.7
D	Eastbound Westbound	7.4 8.1	8.2 8.1	11.4	North South	21.7 23.0	7.1 6.1	73	1,120	1,152	+2.9

#### By Michael Brown

running speed by 13 per cent, which the Laboratory considers statistically significant. Maximum increase in journey speed on any route was 25 per cent, understandably enough in the street where parked vehicles were most numerous before the ban.

Supplementary observations taken later in the year showed that the effect of the regulations had "worn off" slightly, average number of vehicles parked having increased from 20 to 28 and 30 on different dates.

A rough estimate—supported, none the less, by a census—showed an overall saving of 450 manhours per hour, and as these routes were only 45 per cent of the area to which the ban applied, the full saving must have been considerable. Full corrections were not possible, nor can every man-hour saved represent economic gain to the community, but none the less the gain must have been appreciable.

Little things count in traffic, as is shown by another before and after study, this time of a traffic light installation that had deteriorated and that the borough engineer had restored to its former efficiency. Journey times were taken before and after and a reduction of 8 per cent was noted. Reduction of time stopped at traffic lights was from 1 min 14 sec to 46 sec (statistically significant), but running

# "BEFORE AND AFTER" STUDIES: HOW LESSONS ARE LEARNED FROM ROAD LAYOUT REVISIONS AND TRAFFIC REGULATION SCHEMES

time increased from 3 min 37 sec to 3 min 41 sec (insignificant). A considerable speeding up of traffic was thus obtained by this quite minor adjustment of traffic lights.

Slight shocks to the (in his opinion) law-abiding motorist are to be found in the next table. This is a before and after study of the extension of the speed limit on the Slough-Beaconsfield road (B473), between Slough and Farnham Royal. Pneumatic speed recorders were used, the instruments being concealed. The results are seen above.

Those with uneasy consciences may take some solace from the Laboratory's restriction of its comments to the brief, "No change in vehicle speeds was observable after the introduction of the speed limit." The conclusion drawn is that such before and after studies are very desirable when the speed limit is imposed.

Slough, as one of the road engineers remarked in a discussion following Dr. R. J. Smeed's Paper (vide Article I), is something of a guinea-pig for the Road Research Laboratory. I should think it is a very good guinea-pig, lying, as it does, on the east-west artery A4. In July, 1948, an experimental one-way system was introduced along with parking regulations. Eastbound traffic was diverted from the High Street, its journey being lengthened from 760 yards to 1,080 yards. This was a first-class subject for before and after study, and the results were as follows:—

Average journey time westwards decreased from 123 sec to 99 sec. Average journey time eastwards increased from 102 to 148 sec. An incidental result was that 30 per cent more traffic used the High Street, probably relinquishing a previous diversion route that had led around the south of the town (eastbound traffic remained constant).

Net result was, therefore, an increase in journey time, for the combined eastward and westward journey, of 22 sec,

SPEED-METER RESULTS ON SLOUGH-BEACONSFIELD ROAD BEFORE AND AFTER
THE INTRODUCTION OF A 30 M.P.H. SPEED LIMIT

Sefore or after introduction of limit	Date Time		Direction	Type of vehicle	No. of results	Huan speed m.p.h.	over 39 m.p.h
Before After	22.4.48 20.5.48 1.7.48	4.45-6.00 p.m. 4.00-4.00 p.m. 4.00-6.00 p.m.	Northbound Northbound Northbound	Private Private Private	73 12 124	31.4 33.2 30.8	58 73 58
Before After	22.4.48 20.5.46 1.7.48	4.45-6.00 p.m. 4.00-6.00 p.m. 4.00-6.00 p.m.	Northbound Northbound Northbound	Commercial Commercial Commercial	31 66 70	29.7 30.2 28.2	43 52 41
Before After	22.4.48 20.5.48 1.7.48	2.00-3.45 p.m. Noon-3.00 p.m. 1.00-3.00 p.m.	Southbound Southbound Southbound	Private Private Private	67 109 74	30.6 31.5 31.7	54 54 61
Before , After	22.4.48 20.5.48 1.7.48	2.00-3.45 p.m. Noon-3.00 p.m. 1.00-3.00 p.m.	Southbound Southbound Southbound	Commercial Commercial	58 78 79	28.1 28.7 28.6	34 40 41

which, integrated over all vehicles, was estimated as a loss of 150 vehicle-hours per week and an increase of 5,900 vehicle-miles. By using C. T. Brunner's figures (The Ideal Road System and Its Economy) 150 vehicle-hours per week can be shown to equal £28 15s per week. Assuming fuel consumption to be 15 miles to the gallon and fuel to cost 2s 1d per gallon, the increased mileage travelled corresponds to £40 18s per week (note that other running costs besides petrol are not included). Even on these superficial figures, then, the loss was about £70 per week. The speed of westbound vehicles increased by nearly 25 per cent, while that of eastbound vehicles remained constant. The scheme has been discontinued.

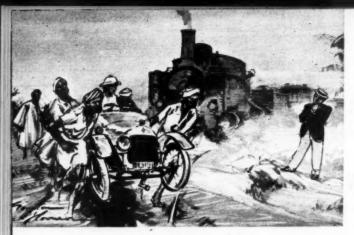
The Laboratory summarizes on one-way streets by considering together this one and two others which have been investigated:—

"The effects of only three one-way systems have been measured by the Laboratory. In one case journey times were increased, in another there was no change, and in the third there was an improvement. These systems always involve extra travelling and, although they generally increase the speed of traffic, it is by no means certain that they generally decrease journey times. Traffic authorities should, in general, measure the effects of new systems to see if they are or are not doing good. It is quite possible that, in a number of cases in which such systems are at present being used, they are increasing journey times."

To be continued

HIGH STREET, GUINEA-PIGVILLE. The main street through Slough is also A4, the Bath Road. Here it is on a December morning (10.50 a.m.) with its typical traffic of pedestrians, cars, lorries and cycles. But in spite of the congestion common to the street, the one-way system recently tried was found to result in a loss compared with the straight-through journey.





# Baptism of Fire

#### EXAMINERS RUN RISKS IN MOROCCO

By MURIEL DALLOW

O buy a second-hand car in a country where one is only on "bowing terms" with the language sounds the height of folly. It was.

All my friends had cars, so I must have one too, and being very green, very young and not very affluent I bought the cheapest one I could find. The Moroccan garage proprietor evidently saw me coming and thought this was his lucky day, for it was no ordinary vehicle he sold me.

lucky day, for it was no ordinary vehicle he sold me.

The car was not bad-looking at first sight—a very small two-seater, painted bright red, of a make one had never heard of before or since. Its vices had to be experienced to be believed. There was no electricity, so of course it had a hand starter; a hand "try-to-starter" would have been a better description. The illumination was by means of a cylinder of gas in the rear of the car.

My friends were all very amused at my acquisition and the names it was called were very descriptive. To the French population it was known as "Le Coo-Coo." Now I had never driven before, not entirely alone, and

Now I had never driven before, not entirely alone, and I had no idea of what was required of me. I applied to the City Hall for permission to take my driving test, and was given a date and time at which to present myself and car for examination with a batch of other candidates.

#### A Quinze Heures. . .

At precisely 3 o'clock the examiner stepped out of the building—a really dapper little Frenchman, in spotless white fiannel trousers, dark blazer and straw boater (the high crown, narrow brim variety). He spoke no word of English. I explained that I did not speak French very well, and asked that would he please give his instructions slowly, to which he gallantly replied, "All the more glory to you, Mademoiselle, when you pass." Poor little man, little did he know what fate had in store for him! As soon as he had introduced himself to all his clients the procession moved off, amidst a grinding of gears.

The procedure was that the examiner rode with each candidate for a certain distance, asking questions and giving orders all the time, and then changed to the next one. The route was always the same, as we had to go up a hill, down a hill, through the Arab town, through the docks, over a railway line and turn round in a very narrow road.

over a railway line and turn round in a very narrow road.

I was last in the procession, the Coo-Coo having been unco-operative about starting. Once we did get going I did quite well until we came to the railway track, and then without any warning and for no apparent reason the engine stopped dead, right across the track. Out I got and tried to turn the handle. The sun poured down relentlessly.

Several people stopped to stare and some even gave advice, but the engine might have been a mule it was so stubborn. Then I looked up and saw a goods train approaching very slowly. The driver very kindly stopped when he saw my plight, but presently along came a railway official who, with profuse apologies, explained that they would like to use the track and would I please go away. I in turn politely explained that I would like to go away but could not, whereupon he said something to some Arab workmen and four of them picked up the car, complete with driver, and deposited us on the road beside the track.

By now I had been missed from the party, and the examiner arrived on the scene just as the Arabs were lifting us off the line. He looked very hot and bothered, and not at all pleased, but managed somehow to get the engine going and intimated that he would now ride with me.

In describing the Coo-Coo I omitted to say that it had no hood, and as it had been out in the sun for about an hour, the leather seat beside me was as hot as a griddle. The examiner sat down, then rose again with an awful yell. I expected to see smoke issuing from the seat of his elegant white pants.

elegant white pants.

We drove on in silence. I climbed the hill satisfactorily and started down the other side, free-wheeling in fine style. Suddenly he shouted some instruction. I did not know what he meant so carried on at my break-neck speed. He said it again, and at the same moment we hit a bump in the road and he nearly shot out of the car. Then only did I realize that he had told me to put on the brake!

We caught the others up—others being tested that day—at the turning-round place in the narrow road, and there we had fun and games. The first to perform was a girl with a Daimler. She got her car right across the middle of the road and there her senses left her; she could go forward or backward, but she could not turn round.

At last she got right round, and took her car to the side of the road to wait for the others. I was the next one to try, and here I had the advantage, because my car was very small and did not need much room to turn round in. I accomplished the task in the three prescribed movements, but in my elation I put my foot on the throttle in mistake for the brake, and instead of coming to a dignified stop behind the Daimler I sailed right into the back of it!

#### "Mais non, Ma'm'selle. . ."

The turning-round operation finally came to an end, and as it was the last piece of skill required of us we all returned to the City Hall to hear the verdict. Six had passed. When I ventured to enquire if I had passed too the examiner nearly exploded. "But no, Mademoiselle," he exclaimed, "you stalled your engine on the railway track, you damaged the lady's car, you nearly threw me out of your car on the hill, but no, no, no. . ."

After taking my car back to the garage and having a bath—did I need it, too—I went along to the house of some French friends to tea and to tell them the result of my test. I was presented to the girl with the Daimler. No need to tell my friends anything about my test.

I must say the girl was very sporting about it. She made all sorts of excuses for me and although she promised to send me the garage bill for repairs I never heard anything more about it.

Two weeks later I again presented myself for examination. When the poor examiner saw me his heart must have stood still. He need not have worried, though, as I had made good use of my fortnight's respite, and although he gave me a much stiffer test, this time I must have satisfied him, as he passed me. But, and here is the big doubt, did he pass me because I was proficient or because he was scared to ride with me again?

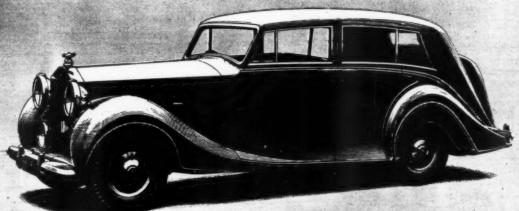








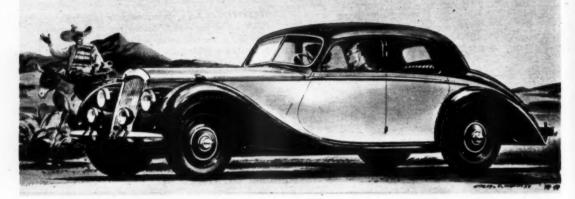
Artistry "Art is the expression of man's joy in his work." Among fine examples of the craftuman's art is this Mary Tudor Wine Ewer (circa 1554) from the collection of How of Edinburgh.



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# On from a RECORD Production Year

PRODUCTION of motor vehicles in the United States for 1949 reached the astonishing total of over 6,000,000 despite the steel strike in the autumn, and over five million of these were passenger cars. Following the steel strike, most factories were shut down during the change-over to 1950 models, but most of them are now approaching full production again and observers forecast that another 14 million cars will be built in the first quarter of 1950.

built in the first quarter of 1950.

The production peak of five million cars per annum was forecast as long ago as June, 1946, by Mr. M. E. Coyle, executive vice-president of General Motors.



Appearance of the Chevrolet shows little change for 1950, but the radiator grille is simplified and incorporates parking lights. The model shown is the Fleetline Fast Back coupé, with the swept tail offered as an alternative. The range also includes a hard top convertible, illustrated on the next page.

He obviously knew something about it, for last year the General Motors group obtained 43 per cent of all American car sales. The industry does not foresee an early reduction in the rate of production. War replacement needs are not yet fully satisfied and Mr. C. E. Wilson, president of General Motors, says the basic car

market is perhaps 25 per cent greater than at the end of the war. Mr. S. E. Skinner, general manager of Oldsmobile, recently emphasized that 20,000,000 automobiles now on U.S. highways are at least seven years old.

at least seven years old.

As new cars have become available for immediate delivery, increased competi-

Right: New doors for Olds. On the 1950 Oldsmobile the radiator grille has been further simplified, but the simple body lines of 1949 have been replaced by an elaborate arrangement of mouldings and rubber strips on doors and rear wings. The curved one-piece wind-screen and full-width rear window are also new.





Left: The Buick Roadmaster has a new body line for 1950. The car is aborter than last year's and has a more powerful engine. In common with the Oldsmobile, it has a new roof treatment, with one-piece curved windscreen and full-width rear window.



# On from a Record Production Year -continued-

The New Chevrolet hard-top convertible is an addition to the 1950 range. Note how rearwindows are "reaching round" in the latest American models.

tion has brought price cuts and an expansion of model ranges. Buick recently announced price cuts of from £26 to £110 on 1950 models, including a drop of £14 on the Dynaflow drive, despite the latest increase in the cost of steel. The Buick Special and the new Hudson Pacemaker are now in competition with the Olds-mobile in the medium-price field, and to mobile in the medium-price field, and to this Olds have responded with price cuts of £23, obtained by listing as optional extras items previously standard on the de luxe model, such as rear wing spats, special steering wheel, electric clock, chromium wheel rims, direction indicators and oversize tyres. Oldsmobile prices now range from £577 to £933.

Price of the Hydramatic drive has been cut by £9 and this is now optional on all models although it was previously standard on the Series 88 and 98.

Mechanically, the proviously standard on the Series 88 and 98.

Mechanically the new Oldsmobiles differ little from last year's, but body styles are completely new. The grille is further simplified, rear door and wing lines are changed entirely and saloon models have a new head with single-piece curved windscreen and full-width rear windows extending into the quarter panels. Rear track has been increased to permit still more body width.

Buick now use on all models the combined bumper and grille previously introduced on the Special series. They also have revised body lines similar to those of the Oldsmobile. The medium Buick engine has been increased from 4,065 c.c. to 4,314 c.c. The bore is 80.9 mm and the stroke 104.7 mm, and on a 7.2 to 1

compression ratio the power is up to 128 b.h.p instead of 120. The Roadmaster now has 152 b.h.p., while power on the low-priced Special is stepped up to 120 b.h.p.

Chevrolet show only minor changes for 1950. The grille is simplified and the range is increased by the addition of a "hard top convertible." Major news is expected to be an automatic trans-

mission later in 'he year.

The Chrysler Corporation broke away from the current trend of American style in 1949 by producing shorter cars with longer whee bases, bringing the wheels nearer to the corners, and placing emphasis on ease of entry and driving vision. Public acceptance of this policy is indicated by highest sales in the Coris indicated by highest sales in the Cor-poration's history, and there are no radical changes for the new year, but radiator grilles are designed to render the various makes more easily distin-guishable; rear wings are restyled to make the cars look longer. All wings are removable and grilles are built in stainless steel sections to allow easy replacement in the event of accidental damage.

### Pacemaker

Chrysler has also fallen for the non-nvertible "convertible," which has convertible stampeded the whole industry ever since Henry Kaiser introduced it. The normal saloons have bigger rear windows although they do not yet extend round the body corners, and rear track is increased by about 21in on Plymouth, De Soto and Chrysler. Front brakes on De Soto and Chrysler Sixes are increased in diameter from 11 to 12in. unchanged.

The American industry is switching over wholeheartedly to fully automatic transmissions. U.S. motorists are curtransmissions. U.S. motorists are cur-rently paying from £57 to £80 extra to have their thinking done for them, and the high proportion who find it worth the money are indicated by some figures just released.

Oldsmobile sold 92 per cent of their cars with Hydramatic drive in 1949, and although it is now optional 1949, and atthough it is now optional throughout the range, they expect to sell 90 per cent so equipped in 1950. Buick sold 71 per cent of their cars with Dynaflow torque converter drive last year, and expect the proportion to be still higher this year, following the reduction in price. Now Studebaker have released details of their fully automatic drive which will be available in April.

The Studebaker drive has been developed in collaboration with Borg Warner. It consists of a three-element torque converter with the reaction element mounted on a freewheel. are also two epicyclic trains, one giving low gear and the other reverse. There is a single-plate clutch which locks the converter out of action to give a positive verter out of action to give a positive drive in high gear, eliminating the loss of efficiency common to all hydraulic con-verters and couplings. There are also three band brakes acting in conjunction with the epicyclic gears and a multi-plate clutch of small diameter. These are engaged or released hydraulically to give forward drive engagement from neutral, choice of forward gears, or engagement of reverse. To ensure safe parking, a pawl is provided which locks the output shaft to the casing and so prevents the rear wheels from turning. The trans-mission unit is adaptable to both Com-mander and Champion engines, is easily removable for overhaul and has two

built-in oil pumps.

Speeds at which forward gear changes take place depend on throttle opening; a heavy throttle ensures that the car a heavy throttle ensures that the car reaches maximum speed in each gear before changing up. When the car has stopped with the engine running and the forward selector engaged, creep is pre-vented by a valve in the hydraulic brake lines, which is controlled by transmission oil pressure and applies the rear wheel brakes.

One problem with torque converter transmission is the heavy heat dissipation at low forward speeds when climbing steep hills or accelerating with heavy loads, and Studebaker's answer is a large duct leading cold air directly to a fan which revolves with the converter.



Cars of the Chrysler group show no change in basic design for 1950, but front ends have been restyled to ensure easier identification. Here is the grille of the latest Dodge, which incorporates a massive medallion and big parking lights. Rear wings have been reshaped to give a longer line.

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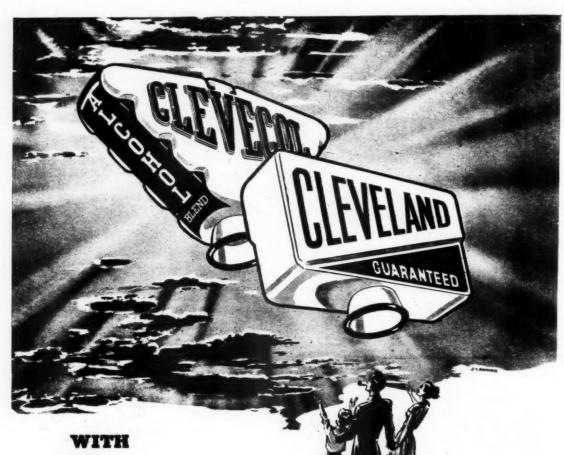
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December '49, cut over a week from the previous Britain-to-Cape Town record of 32 days, and 3½ days from the Algiers-to-Cape Town record), the A90 'Atlantic' — Convertible and Sports Saloon—and the A125 'Sheerline' and A135 'Princess' saloon and limousine.

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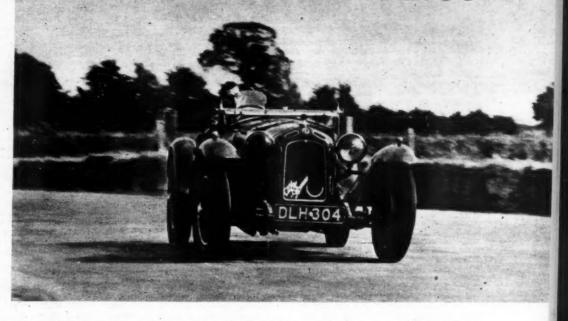
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Motorists who remember the excellent quality and consistent reliability of pre-war CLEVELAND petrols keenly look forward to the return of branded motor spirit.

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TALKING OF SPORTS CARS . . . No. 328

# Mille Miglia Alfa-Romeo



Templer winning his class at Merston in 1947.

### INTRODUCING ANOTHER VETERAN OF THE FAMOUS "FASTEST ROAD CAR" RACE AT BROOKLANDS

NCE upon a time—Whit-Monday, 1939, in case anyone cares—two races were run at Brooklands, one each on the Campbell and Mountain circuits, to decide which was Britain'st fastest road car, and among the reasons for failure afterwards advanced by or on behalf of the also-rans, one had an almost breath-stopping singularity. The Americans have their George Washington, and Guy Templar was understood to say that his Mille Miglia Alfa-Romeo had lost because il wasn't Britain's fastest road car.

Nevertheless, DLH 304, which is still in Templer's possession, must surely rank among the five or six fastest road Alfas in the country, and its inclusion in this feature has ample precedent: two other contenders for the Fastest Road Car title—the winning 3.6-litre Delahaye and Hugh Hunter's 2.9 Alfa—have already passed through the T.O.S.C. wringer, emprosed by the present writer.' There were three series of Mille Miglia Alfas, with minor differences between

There were three series of Mille Miglia Alfas, with minor differences between them, and the last cars of the whole line left the factory late in 1933. Therefore, some 1950 readers of The Autocar wouldn't have cut their bicuspids when DLH 304 was built, and so, before getting down to the particular, we will dally.

with generalities.

The Mille Miglia model, then, as its designation darkly hints, was evolved for the great Italian sports car race of that name, and also with an eye to the other sports car classics—Le Mans and such (for in those days, you must know, blowers were countenanced in the Sarthe, likewise in Ulster). By and large, the frame and suspension were orthodox for the era, the former being perfunctorily cross-tied and consequently a good deal

prone to writhe, while the springs were half-elliptic front and back, disciplined by Siata-type friction dampers with remote control for the rear pair by means of cables and a handwheel on the dash. The front springs were, however, unusual in being shackled at both ends, which meant, of course, that there had to be radius rods. The steering requires just over two turns from lock to lock.

over two turns from lock to lock.

The straight eight engine, easily recognizable as the ancestor of the P3, famous motivator of the Monopostos, had ten plain crankshaft bearings and 'midships drive from the two-piece crank to the twin o.h. camshafts and the single Alfa-Romeo supercharger. This last, of Rootstype, sat on the right side of the crankcase (whereas the P3's twin blowers were on the left side), and flanked the forepart of the engine. It sucked from a Memini carburettor. Bore and stroke were respectively 65 and 88 mm, the block was of aluminium with steel liners, and the alloy head had phosphor-bronze valve inserts.

The valves, two per cylinder, formed an angle of 100 deg, and the camshafts had plain bushes. In theory, maximum boost was 10 p.s.i., and if you wanted to prove that in practice you were lucky to get eight—which you were—you had to install a gauge at your own expense, for in accordance with Italian custom, a gauge did not figure in the original equipment. Ignition was by Bosch coil and, depending on the sort of automobilism contemplated, you used either R16 (soft) or R17 (hard) long-reach Champion plugs. There was dry sump lubrication, with the three-gallon oil tank slung beneath the last chassis rail.

Standard compression ratio, 5.85 to 1.

The crash-type Alfa gear box, in unit



The single Roots-type blower, feeding through a heavily ribbed manifold, lies on the right-hand side of the 67 by 88 mm (oversize) straight-eight engine.



Brighton Speed Trials, 1947. Clutch-conscious owner-driver, having completed the take-off without a stall, silently thanks his lucky stars.

TALKING SPORTS CARS continued -

with the engine, gave a top gear of 4.08 to 1; the other ratios I can't ascertain. The single propeller-shaft was enclosed and drove the axle through spiral bevels. The two-plate clutch, in common with most of the earlier Alfa clutches, had a

most of the earner Ana clutches, had a very terse way with it.

The Mille Miglia model is often confused with the Monza racing car—excusably, too, because the latter was bred from the former and closely resembled it in all fundamentals: chassis differences I believe ween sections. ences, I believe, were confined to the wheelbase, the camshafts and the blower wheelbase, the camshafts and the blower drive ratio and boost. DLH 304's chassis, as a matter of fact, is more Monza than Mille Miglia, apart from its nine-foot wheelbase, because it has the racing camshafts and a high-geared blower. The precise ratio is unknown—faster than crank speed, anyway. Also, Templer's engine is oversize by 2 mm in the bores, making the capacity 2,48z c.c., and has a compression ratio of 6.r to r. and has a compression ratio of 6.1 to 1.

The present owner bought the Alfa in 1937, before which it had had only one owner in England-an Italian and therefore, naturally, a count. Of its earlier history nothing is known. Apart from competitions, of which more anon, Templer has knocked up about 14,000 miglia on it (it was laid up all through the war), with a maximum of exhilaration and a minimum of troubles. Despite their very slight flywheel mass, these Alfas are exceedingly tractable and docile motor cars, about as temperamental as a Jersey cow. They start when

Owner's wife gazing in mute awe at the engine after Buddy Featherstonethe engine atter Buddy Featherstone-haugh, seen in background, had harried the Alfa over the standing kilometre at 70.34 m.p.h.—fastest sports car time—at Brighton in 1946.



you want them to, they idle unfalteringly from here to the general election, they neither burn soft plugs nor swamp hard ones. About the worst that can happen—it hasn't happened yet to DLH 304—is for the head to crack across the crust between a plug hole and an exhaust

Not surprisingly, Pool petrol gives the Alfa the gripes, but it was 100 per cent knockproof on its pre-war diet of pump Discol with just a finger of benzole Discol with just a finger of benzole added. This particular car came of the second series and probably left the works in late '32 or early '33. It is doubtful whether Alfas ever did an English-language manual for the Mille Michael of the works in the second series of the second series and series of the second series of the series and series of the series and series of the series and series of the series o Miglia job, but they made up for the literary deficiency with a fair sprinkling of those little metal plates bearing engraved instructions on such matters as firing order and the like; although by that token it does just happen that the firing order shown on the cam-box is completely pie-eyed and, if taken liter-ally, would probably result in contra-rotation of the two crank assembly

If there is one thing the Alfa abomin-ates it is Wrists of Steel. At speed on the highway it will proceed in something approximating pretty closely to bee lines so long as the driver doesn't interfere with the steering wheel. Once this limp-rein technique has been mastered, all goes well, but any attempt at a tour de brute force precipitates a curious and not easily accountable wander. In the best tradition of Continental sports cars, not a millimetre of motion is lost on its travels from biceps to road wheels. And this fact, combined with great nicety in the calculation of the various steering leverages, results in a featherlight helm, despite gearing typical of the car's day, purpose and country of origin.

The rod-operated brakes, with iron-

linered aluminium drums, 151in in diameter, start off well but lose heart under heavy punishment. They fade, in a word, but it is not a common sort of fade, for the pedal travel remains about constant: there is just as much to push against as there was in the beginning but the pushing doesn't get you anywhere, or, more literally, it doesn't stop you getting anywhere. The wheels suffocate the drums a good deal, which probably accounts for it.

The hood does its job well, the head lamps have those bulbous beamhives which enjoyed a vogue in sports car racing some years back, and the instruments are numerous but, with one exception, almost wholly invisible. The exception is a soup-plate British Jaeger rev counter, mounted on the steering column, which Guy added himself. invisiblity of the others is the result of the eaves-like projection of the trailing edge of the scuttle, cutting clear across the mahout's line of vision.

DLH 304 weighs just under 23 cwt

dry, carries 25½ gallons of fuel and will do 14 m.p.g. at a pinch, though only if the horses are spared. Byfleet Motors, Ltd., of which Charlie Martin was then the head man, gave the Alfa its last teardown, in '39, since when not even the head has been lifted.

The clutch, as already hinted, is a pretty gritty piece of mechanism, which makes it all the more surprising that DLH 304's most outstanding competition DLH 304 s most outstanding competition performance to date was in the Brighton-Speed Trials of 1946. Jiffysnipping over the standing kilometre by no means shows this clutch to the best advantage, but Buddy Featherstonehaugh, to whom Guy lent the car for the occasion, did the sprint in 31.78 sec (70.34 m.p.h.), making overall fastest sports car time. This beat the second best by nearly 4

In beat the second test by the way, lurks a warning to compilers of supplementary regulations. Rather unguardedly, the Brighton and Hove club had said that "fifty-fifty fuel" was permissible in the sports classes, which Buddy interpreted as meaning that it must contain not less than 50 per cent must contain not less than 50 per cent of Pool. With the utmost liberality he therefore made it 70 per cent Pool . . . making up the difference with Methanol and a small lacing of acetone as a binder.

### **Autocratic Clutch**

In Templer's hands both pre- and post-war, DLH 304 has shown creditable if not Thames igniting paces at such places as Lewes (best time ever by a Mille Miglia, 1939), Merston (first in its class, second fastest sports car, 1947). Prescott and Poole. Also, of course, there was that semi-historic scuffle at Brooklands over the fastest road car Brooklands over the fastest road title, but don't get me started on that. So far as hill-climbs and speed trials are concerned it is only fair to the car to say that the times returned seldom do full justice to its accelerative properties, because of the driver's anxiety lest his clutch foot should double-cross his throttle toe (and this is the easiest thing in the world to do). Guy admits that as often as not the beginning of the take-over is far from meteoric. Incidentally, Kitty Templer, the proprietor's wife, won the handicap class on the Alfa in a pre-war Lewes meeting.

It was at Merston that DLH 304 dis-tinguished itself by spinning completely round twice, once clockwise and then round twice, once clockwise and them anti-clock following over-correction, finishing the hooliganism facing the way it was intended to go; the wheels never stopped revolving but 12 seconds went

up the spout. Best lap speed on the Brooklands outer circuit was around 116, with 5,300 showing on the rev counter, equivalent to 121 m.p.h. all down the Railway Straight. Normally, 19 by 6.00in tyres are worn at rear, occasionally varied to 19 by 5.50 in, but for the fastest road car races a set of 18in Duralumin castors off the late Dick Shuttleworth's Monoposto

were borrowed.

Needless to say, the Mille Miglia Alfa painted Italian racing red, the side elevation being broken up by a falling white line terminating in a rather arty curlicue, reminiscent of a freight barge or a showground swingboat. The ex-haust note, characteristic of A-R products through the ages, is throaty but subdued, euphoniously overlaid by the dual obligatos of the blower and the (non-standard) straight-tooth bevels in the back axle.

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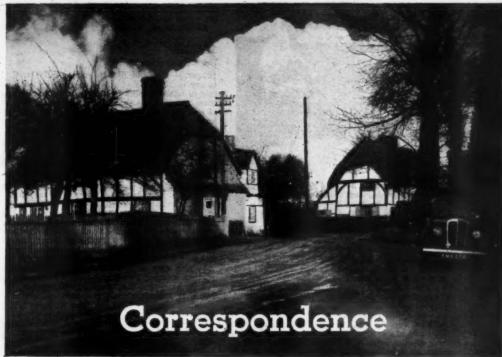
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Winter evening at East Hagbourne, Berkshire; and the photographer halts to admire the snug half-timbered cottages

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.I.

### REAR LIGHTS

Subject That Should be Kept Alive

[62396.]—In your issue of December 16 you call attention to 2390. —In your issue of December to you can attention in your excellent leading article to the very inadequate tail lights carried by some heavy vehicles. I am so glad you have brought this matter before readers, as it is a very great danger these dark nights, especially when there is a little fog about. Sometimes it is quite impossible, when one's head lamps are dipped for oncoming traffic, to see a large vehicle painted in dark colours which may be ahead, and the pin-point of red light to the trail laws in almost invisible. light as a tail lamp is almost invisible.

A man I knew quite well was fatally injured in a crash brought about by these conditions. I sincerely hope that you will continue to give this matter publicity. I am a regular reader of The Autocar, which I always enjoy.

Maidenhead, Berkshire.

CAMERON G. BIGGS.

### LETTER FROM ITALY

Comments on British Driving Standards

[62397.]—As a regular reader of your excellent journal I have always read with great interest letters regarding road mannerisms. By what I have seen and heard, the British driver is the most disciplined road user in Europe—if not the world. There also appear to be more women drivers in Britain than anywhere else in Europe—with the possible excep-

tion of Scandinavia. Yet, in spite of good discipline, petrol rationing and the scarcity of new cars, statistics show that there are more road accidents in Britain than in any other European country. most logical reason for this seems to be that the average European driver is somewhat more skilful than his British counterpart, despite the former's driving reputation. The traffic in Paris may be a hair-raising business to the Englishman, whilst to the Parisian it is just part of everyday life. What neither of them knows is that the accident rate in London is higher than in Paris. It is also to be noted that, in big international races, the winners are usually Frenchmen or Italians. Quite a lot of food for thought!

It may also be of interest to readers to know that no driving licence is required in Italy for motor cycles up to 125 c.c.

The minimum driving age for cars here is eighteen, whilst for motor cycles of more than 125 c.c. it is seventeen.

Last but not least, many British cars, apart from needing better dust-proofing and wider tyres, lack a powerful horn.

For safe driving on the Continent, it is essential to have a powerful warning system. powerful warning system. The most effective and widely used one (in Europe) consists of two wind-tone horns. This has al-ready been a standard feature on all U.S. cars for over a decade.

More Road Tests (the most enjoyable part of your journal) of European automobiles would be appreciated by many of your Continental readers; though we know of the difficulties involved in trying to obtain foreign cars in the U.K.

Rome.

AN UNBIASED EUROPEAN.

### STATION WAGONS

Home-made Antidote to Current U.S. Design

[62398.]-What ho! Your November 25 edition has just arrived and, after reading your thesis on the station wagon, I hasten to write to you with hopes that there might yet be time for this poor soul to add his say to the flow of comments sure to follow the publication of that excellent article.

Verily, the designers of the American station wagon (with one notable exception) have gone completely nuts, as we would put it in our fluent if inelegant slang. Being a countryman, and not blessed with a large pocket-pook, I was in dire straits to get me a utility vehicle, having in mind something simple, rugged, inexpensive and withal a handy little flivver.

Photographic evidence of my solution to the problem is enclosed. First I went to a junk yard and bought the frame of a Model A Ford. That cleaned and painted, I bought various and sundry parts and each in turn was added to the growing and sindry parts and each in turn was added to the growing Solution. Eventually, after a winter's work with plywood, canvas and miscellaneous other materials more or less easily obtained, it was completed. Including a rebuilt engine—but excluding my own labour costs—this charming little Town and vehicle cost a modest \$350.

To date it has carried me over 10,000 happy miles. It com-





Mr. Robert Whittier's "Struggle Buggy." On the load is an outboard boat motor. On this occasion

### CORRESPONDENCE . continued

petes wonderfully in heavy traffic, I having on several occasions delightedly observed apoplectic expressions on the faces of taxicab drivers, in my rear view mirror, after having "swiped" their openings. The Old Look may at times bring one much their openings. The Old Look may a greater satisfaction than can the New.

Struggle Buggy—for that is the name she is known by to her ends—has proved a wonderful outing conveyance. We've bounced and growled over moorlands, logging roads, and even sandy beaches in quest of sport fishing spots, where never a New Look has been seen—and never will be seen. Yet in spite of her strictly utilitarian aspects, all the pretty girls love to ride

in her. Oh happy day!
While the Model A is still very frequently seen here, the custom-styled body of Struggle Buggy quite effectively conceals her make at times. This has led to a situation of unlimited funmaking possibilities. By chance, while collecting her components in junk yards, I came upon the radiator emblem of an old Viking car—a 1930 vintage American which lived but a short I put this on Struggle Buggy's prow in place of the Ford emblem.

Now, every so often, she attracts the eye of a gasoline station attendant, a farmer or what have you. "Never heard of a Viking." comments this worthy. "It is one," I reply. "Looks kinda like a Model A," replies the enquirer. "It is," I reply in turn, "it's a Swedish Ford"!

in turn, "it's a Swedish Ford"!
You'd be amazed how many will accept this as gospel truth!
Stoughton, Mass, U.S.A. ROBERT J. WHITTIER.

### MARGINAL MOTORING

"Slow-coaches" on Long Hills?

[62399.]-Referring to Mr. E. Saunders' letter [62360], it appears to me that if these so-called light cars were produced, they would be a setback to the owners of larger cars. As it is, on some of the main highways of this country I have experienced large streams of traffic being held up by a car that is not capable of more than a mere walking pace on steep inclines.

The oncoming traffic does not enable one to overtake.

Walsall, Staffordshire.

C. Kir C. KIRBY.

### THE "UNKNOWN"

Who Wants More Petrol?

[62400.]—Reading between the lines of your leading article, "Into the Unknown" (December 30), admittedly very ably written, the cause of all the trouble seems to be rationed petrol, and very short rationed petrol for the private car

Mention is also made of the limited number of cars released for the home market, but the question is, do we want any more private cars on the roads to share the available petrol? I would suggest that it is of far more importance that the London schoolchildren should have their milk, the householders their bottle on the doorstep every morning, and everything else they require dumped at their doors, than that a mere 10 per cent of them should be able to joy-ride at week-ends, or

any other time.
Similarly, I would suggest that it is of far more importance that the farmer should have all the petrol or vaporizing oil wherewith to produce and carry the said milk, and all the

other foods produced on British farms, than that tractors should stand idle, and road transport be laid up, so that the car owner can joy-ride.
Attleborough, Norfolk. DUMPLING.

### TRIALS

The Cost of a Special

[62401.]—I should like to endorse all Mr. C. W. Yates has to say in his letter [62365], particularly with reference to the cost of trials. There appears to me to have been a lot of non-sense talked about the cost of a trials machine and the running of one. This is the one form of motor sport that the "well-known impecunious" can afford, and anybody who wishes to construct himself a good, sound trials machine can do so for about £175, using in the main new spares, or for a much lower sum by utilizing second-hand parts.

I am just commencing another special for myself, and I hope to get the price down to £125. This means many hours of midnight oil being burned, of course, the majority of these hours being spent working in an ordinary garage with no other special facilities than an oxy-acetylene welding plant. The sources of supply which I use are, to the best of my knowledge and belief, open to anybody; for example, the engine unit can be purchased for £8; this will need a bore, but with careful selection one can usually avoid a crank-grind and so, including some work on the head, in the region of £20 should suffice for the power unit. The gear box has cost me £4 ros, and I don't imagine the rest will cost me more than £700. This, I hope, may also give some encouragement to those who are contemplating entering this grand game.

I do hope that the foregoing will not lead to anyone think-

ing that I am against the sportsman who wishes to use his standard car for trials. Far from it; in fact, the club on whose committee I have the pleasure to serve will, I expect, be organizing a closed invitation rally in 1950 in which the specials are not allowed to compete for the major award, and also several other events designed for the standard machine.

On the other hand, please do not cast too censorious an eye on the man with a trials special. Remember, it is made to do a job and by virtue of this fact will usually perform better than most, both in leaving the mark and, what is more important from a safety point of view, in coming to rest.

Finally, please let us be careful about more rules and regulations. These we must have, of course, and those as laid down by the R.A.C. at the moment are, on the whole, very fair. Add any more to them and the result will be more.

fair. Add any more to them and the result will be more specialization, particularly if we start a tyre pressure rule. This will mean greater cost in a grand sport.

West Timperley, Cheshire.

K. R. BAILEY.

### Defence of the Contemporary Special

[62402.]—After carefully following the discussions on trials specials, I think it is time some sort of defence was put up by an "operator." While quite a number of these vehicles are not by any means fit for general use, I think the majority would surprise their critics. To use local specials as an example (owners Clayton, Cotton, Fuller, and the writer) these cars are in everyday use, are capable of putting up high averages, steer and stop well, are light on fuel, quite comfortable, and equipped with hoods, storage space and so on. At the same time, these with hoods, storage space and so on. At the same time, these cars do quite well in sporting trials and, although not beautiful to look at, they are easy to maintain, reliable and, by comparison with modern sports cars, "cheap at the price." Finally, I would point out that a study of results shows that hills can be climbed by standard cars when driven by several well-known "old hands," whose skill and determination should be a lesson to all.

be a lesson to all. E. SPENCER.

Bognor Regis.

### . . . And of the Specialists

[62403.]-Let it be known before I start that I am neither for, nor against, the special or the special builder. I am, however very keen to see motoring advance in all its various forms, and feel that anything done with this end in view is to be greatly encouraged. I think that the specialist is, in the long run, working to this end.

It seems to me that if a group of individuals wish to jet-propel roller skates they are quite entitled to do so; and, what is more, if they can interest sufficient people to organize their events for them, and attend their meetings, so much more power to their elbows. Instead of the other people deprecating their efforts, and saying that they want this, that and the other, and that specials do not give their standard cars a chance, would it not be much more satisfactory if they spent more of their time



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★ The Motor of July 6th, 1949, says: The S.M. 1500, in fact, shows up better and better the harder it is driven.

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- 1948 MORRIS 8 h.p. 4 door, Saloon, Green, Brown leather, 2,000 miles.
- 1948 MORRIS 10 h.p. Salor Brown leather, 6,000 miles. Saloon, Grey,
- 1948 MORRIS 'Oxford' Saloon, Black, Beige leather, 3,000 miles.
- 1948 RILEY 21-litre Saloon, Black, Fawn cloth, 7,000 miles.
- 1948 ROVER '75' Sports Saloon, Maroon, Red leather, 6,000 miles.
- 1948 ROVER '60' Saloon, Black, Red leather, 8,000 miles.
- 1948 SUNBEAM-TALBOT '80' Saloon, Suede Green, Beige leather, 3,000 miles.
- 1948 SUNBEAM-TALBOT '90' Saloon, Black, Fawn leather, 12,000 miles.
- 1948 SINGER 'Super Ten' Maroon, Red leather, 9,000 miles.
- 1948 TRIUMPH '1800' Razor Edged Steel-Grey, Grey leather, Saloon, 5,000 miles.
- 1948 TRIUMPH '1800' Razor Edged Saloon, Black, Beige leather, 2,000 miles.
- 1948 VAUXHALL 18 h.p. 'Velox' Saloon, Alpine Green, Brown leather, 9,000 miles.
- 1948 VAUXHALL 'Wyvern' Saloon, Black, Brown cloth, 9,000 miles.

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continued

### CORRESPONDENCE

discussing the possibilities of running standard car events, instead of criticizing their more enterprising brothers?

It is rather interesting to note that the last effort I attended for standard cars had eight entries, and the last trial for specials

ninetv-six.

1950

Many thanks for your Correspondence pages, from which I derive much pleasure each week. Let us contributors thereto, however, make it more a medium for intelligent discussion than a place to make rude remarks about our fellows. Be we specialists or, like myself, a standard sports car owner, let us all endeavour only to further motoring in all its aspects.

BARRY B. DAVIES. Liverpool, 17.

[It should be re-emphasized that this journal, in advocating more standard car events, in no way advocates a spoiling of sport for "specials."—ED.]

### EARLY HISTORY

### The Naming of the Mercedes

[62404.]—For the sake of historical accuracy, I must correct the statements made by your contributor in "Veteran Val-

halla'' (December 23).

Gottlieb Daimler died in the early part of 1900. He had severed his connection with the Cannstatt Motoren Gesellschaft

some time before.

The lady who gave her name to the Mercedes car was the daughter of a financier named Jellinek, who rescued Daimler's old firm from near-bankruptcy and marketed the car in brilliant fashion.

The Mercedes car which caused such a sensation at Nice, with its steel frame, ball-bearing wheels, gate change, honey-comb radiator and suchlike was designed by Maybach. London, W.I.

London, W.1.

### WANDERLUST

### And a Note on Looking Right

[62405.]-I am pleased to see from The Scribe's recent paragraph (December 23) that it is not my imagination that has led me to suspect motorists about to be overtaken of wandering towards me. I have frequently remarked on the occurrence to my wife.

Another habit-a dangerous one-is that of people looking to the left instead of to the right when stepping off the pave I should put the percentage of culprits who so risk

injury as one hundred.

The definition of a car delivery convoy on page 1448. Surely it is not conducive to road safety for so long a string of closely bunched vehicles to be occupying what is obviously a very twisty piece O. LEWIS. of road.

Luton, Bedfordshire. [The Scribe comments: "Isn't the reason for looking left instead of right the influence of the 'keep left' slogan? I

have always thought so."-ED.]

### CALLING ALL CHAUFFEURS

### Proposal for an "Old Comrades" Association

[62406.]—The article by Ian Leslie, in the issue of December 23, and the letter from "Private Chauffeur" [62368], will surely awaken some very pleasant memories for a large section of your readers, and prompt me to ask a question which I have been turning over for a long time. Are there which I have been turning over for a long time. Are there any readers who, having been in private service in the early days of motoring, would be interested in the formation of an Old Chauffeurs' Association? Speaking for myself, I have been motoring for nearly fifty years and have spent many happy years in private service, and was a member of the old S.A.M.D.

Perhaps, sir, you could find a small space in which to put my query forward. H. Young.

London, W.11.
[Letters will be forwarded.—ED.]

### MIRRORS

### Perplexity Over Convexity

[62407.]—I read all The Scribe's "Disconnected Jottings" and agree with 99 per cent of them, but I disagree with his advice to use an interior convex mirror instead of a plain one (December 30). In my view interior convex mirrors should be hanned by law. I own a Series E Morris Eight with a plain mirror and a Rover 75 with a convex mirror.

It was not until I acquired the latter that I realized why so many drivers failed to appreciate that there was someone behind them—the convex mirrors were the reason! With the Rover I find it quite difficult to judge how far a car is behind me and I find it quite difficult to judge how far a car is behind me and whether its speed is greater than mine. If The Scribe wants to cut out reflected dazzle why doesn't he fit one of those little mirrors for showing if your Trafficator is still out? Personally, I find no difficulty in tilting the mirror in my Morris and adjusting it afterwards. He also states that the convex mirror gives a wider field of vision, but this is not true because the field of vision is restricted by the size of the rear window in both cases. in both cases. ANGUS R. PITT.

Winchcomb, Gloucestershire.

### BOWED IN SHAME DEPT.

### The Bridge Over the River

[62408.]-Page 1461, December 30. Aylesford's in Kent, That's where Scribe went. Aylesbury's in Bucks, There you get ducks. Rochester, Kent. E. KENNETH DAY. [The Scribe says thanks, ducks.-ED.]

More About the Bridge

[62409.]—In the issue of *The Autocar* dated December 30, 1949, and contained in that delightful motoring miscellany, "Disconnected Jottings," The Scribe mentions Aylesbury in Kent. Surely he means Aylesford?

I know the bridge he mentions well. It has withstood count-less efforts to "modernize" or obliterate it altogether. I crossed this bridge regularly twice every day for ten years, and can assure The Scribe that the lights now installed (although completely spoiling the æsthetics of the bridge) give far less cause for exasperation than was the case when one just breasted the crest of the bridge only to find oneself confronted by a horse and cart.

Courtesy demanded that one's car be reversed back and the whole "lucky if you can make it" process repeated. The ex-citement was heightened at week-ends when coastal traffic was diverted over this bridge to avoid the bottleneck at Maidstone. Often this meant whole streams of cars having to reverse—a process rendered still more complicated by reason of a level crossing not more than 80 yards away on the London side of the

The look of patient resignation on the face of the motorist in the illustration of The Scribe's script is, on the whole, prefer-able to the distorted features and clenched fists that were the

order before the installation of the lights.

If any readers are interested, the old Friary, seen from the bridge, has recently been re-inhabited by monks, and the whole village, with its most unusual church, is well worth a visit— preferably at high tide so that the river is full; for here the Medway is tidal.

Best wishes for the New Year to The Autocar and also to its staff.

Wrexham, Denbighshire.

ROY W. DRAYCON



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# FUTURE SPARKS

### PROBABLE LINES OF DEVELOPMENT OF THE ELECTRICAL EQUIPMENT

LTHOUGH the average motorist is apt to take the electrical equipment for granted, there is much of interest to him in a paper which was read before the Automobile Division of the I.Mech.E., the Automobile Division of the I.Mech.E., on January 10, by Mr. M. W. Kendall, M.I.Mech.E. The author is deputy chief engineer of Joseph Lucas, Ltd., and in his paper, Automobile Electrical Equipment for Passenger Cars, he reviews present-day practice and makes certain comments which indicate the future trend of electrical design.

Although an alternating current system has its attractions, the cost of the

tem has its attractions, the cost of the necessary rectifier cannot be justified for passenger cars with the electrical load at its present value. The direct current system is, therefore, likely to persist and system is, therefore, likely to persist and its disadvantages, such as weight and voltage drop owing to long, low-voltage, high-current circuits, can be minimized by operating at the optimum voltage. That is likely to remain 12 volts, because as compared with a 6-volt system the cable and brush losses are lower, as is the weight of generators and motors, and these advantages outweigh the disadvantage of the heavier battery of the 12-volt

system.

With higher voltage systems, such as 24 or 36 volts, other problems arise, particularly with contact breakers, because arcing becomes troublesome over 14 volts. This leads to problems with horn, voltage regulator, ignition contacts, and becomes troublesome over 14 even with switch contacts. Another difficulty with higher voltage circuits is that lamp filaments become unduly long and

thin, and therefore fragile.

Compensated voltage control was in-troduced in 1936 and still gives satis-factory service. A limit to its ultimate usefulness can now be seen, but current loads have not yet risen to such a figure

in 12-volt circuits as to make a change necessary. This type of regulator consists of a simple pair of contacts operated by a shunt-wound bobbin. Over this bobbin are wound a few series turns, part in the main charging circuit and part in the load circuit. The dynamo current is limited to its safe continuous value when the load is on, whilst maximum output is available from the machine for charging a flat battery.

### Temperature Variations

Furthermore, temperature compensa-tion is provided by a bimetallic strip so that the regulating voltage falls as temperature rises, in order to match a similar battery characteristic. If this is not done, high residual charge rates will be en-countered in high ambient temperatures, and rapid evaporation of the electrolyte will result. There is a time delay in this temperature-compensation effect owing to the shunt winding heating up more rapidly than the bimetallic strip, so that on first starting, when the generator is cold and capable of standing overload, the voltage setting of the regulator rises for the first few minutes and then commences to fall again as the bimetallic strip heats up. This gives a short boost strip heats up. This gives a short boost immediately after a cold start and thus helps to bring the battery quickly up to full charge.

As generator capacity and load rise, the number of series turns required falls, and as the series compensation turns are reduced in number so the sensitivity of the regulator to load changes grows less. Eventually a stage is reached when this arrangement is no longer satisfactory or when less than one series turn is required. At this stage some other solution becomes necessary. In American 6-volt

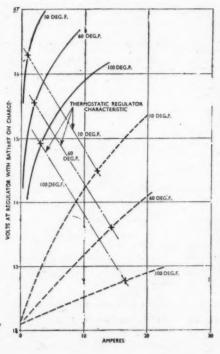
circuits, with their heavier currents, this stage has long been passed, as it has in both 12- and 14-volt circuits for passen-ger service vehicles in this country. The usual solution is to provide two regulators with their contacts in series in the generator field circuit, one being shunt-wound and responsive only to voltage, the other being series-wound and responsive purely to current. It is then only

necessary to compensate the voltage winding for temperature changes.

On commencing to charge a flat battery, the battery voltage is too low to operate the voltage regulator, and thus the current regulator permits the full rated output of the generator to pass through the battery. This continues until the battery is approaching the charged state, when its voltage is suffi-ciently high to commence to operate the voltage regulator. This reduces the current and hence stops the operation of the current regulator. In practice, a changeover period of, perhaps, some minutes exists whilst both regulators are in operation. This form of regulator is known as the current-voltage type, and it is naturally more elaborate and costly than a single regulator with compensa-tion. It is probable that something like this will eventually be necessary on 12-volt car systems if electrical equipment

loads continue to increase.

Batteries have been improved as a result of war-time experience by modifications to the paste, grids and terminals, giving enhanced starting and low-tem-perature performance. Changes have perature performance. Changes have also been made to conserve lead, which has become very expensive and is becoming increasingly scarce. Lead supplies from known sources are estimated to last only from 17 to 30 years. The battery should not be placed

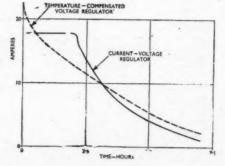


Left: The effect of a thermostatically compensated tage regulator on the battery charging rate, the rate falling as the temperature rises.

Right: Dynamo output with a completely discharged tattery, showing the boost effect which takes place immedi-ately after starting

Below, right: The different charging characteristics of temperature-compensated and current-voltage regulators. In each case the battery is completely discharged at the start.





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### FUTURE SPARKS

where the temperature exceeds 130 deg F. The voltage regulator should be near the battery so that it can compensate for the correct ambient temperature. There is a tendency to over-compensate when the battery is mounted at the rear of the chassis and to under-compensate, with resultant overcharging, if the regulator works in a cooler atmosphere.

In starter design, power, premature pinion ejection, flywheel tooth damage and noise are the main problems. The starting of a small engine does not present a much easier problem than the starting of a larger one. Owing to the higher speed at which a small engine needs to be cranked in order to start at a low temperature, and to the increased surface-volume ratio of the small engine,

an actual test on a 1.5-litre four-cylinder British engine and a 3.7-litre six-cylinder American engine at 10 deg F showed American engine at 10 deg F showed that the small engine required 10 per cent more power from the starter. Both engines used similar oil.

Detail improvements have taken place in ignition apparatus. Condenser impregnants and improved sealing have reached the stage where there is no practical limit to condenser life, even in the tropics. A purely speed-conscious spark advance control is wasteful of fuel and a manifold-operated, load-sensitive correc-tion is necessary. External mechanism tion is necessary. External mechanism to achieve this is clumsy, but a built-in mechanism is expensive. As engines be-come quieter other small noises become obtrusive. Contact-breaker cams are now

continued

made asymmetrical, allowing the points to close more gently than they open, to avoid noise, and the base plates are of bakelite where possible so as to reduce noise transmission.

When better fuels become available, compression ratios will increase. Each increase of one whole ratio causes a corresponding increase of 8 to 10 per cent in plug voltage, thus placing a definite limit on the present conventional system. For the 6-volt system the limit is not far ahead, perhaps in the region of 9 to 1 on a six- or eight-cylinder engine, though double contact-breakers and duplicated coils may extend this. The 12-volt system has a larger margin in hand, but the issue may be postponed only for a few years. A. G. D. C.

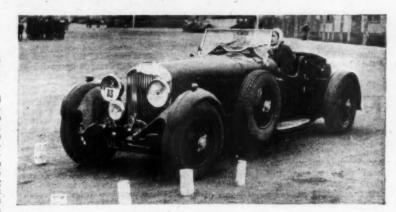
# FUN FOR ALL

V.S.C.C. MEASHAM RALLY PROVIDES EVENT FOR NORMAL MACHINES

WHOEVER HOEVER among the Midland Section of the V.S.C.C. was responsible for the suggestion that the Vintage Rally, which was held last Sunday, should finish in the grounds of the Measham Motor Sales Organization certainly scored a winner, as the surroundings were ideal for the purpose. There were 46 competitors, who came from two starting points, the northern one being Reg Parnell's garage in Derby, and that in the south a garage near Coleshill. Thus there was a road section for all entrants of about 20 miles. During the road section there were two checks at which competitors were observed for possible breaches of the Highway Code, and there was also a regularity test, during which competitors had to average 20 m.p.h.

The first hazard which beset them on

their arrival at Measham was the query as to the pressure in their left front tyres; while some competitors were remarkably accurate (the permissible error was 2 lb) others clearly had very little idea, one, for instance, guessing fifteen when the actual pressure turned out to be 27 lb. After this followed a succession of driving tests, for which the grounds are admirably adapted, including, as they do, large expanses of both tarmac and gravel. The first test was an extended gravel. The first test was an extended version of the go-reverse-go type; the second a most amusing figure-of-eight. Outstanding in this was J. L. Shaw, with a 1½-litre M.G. saloon. Third came a manœuvre involving entering and reversing from several bays marked by oil drums, while in the last test, which created immense excitement, the competitor had to start from a line, drive round a building stop, leap out of the gravel. round a building, stop, leap out of the car with his passenger, run once round it, jump in again and drive off again round the buildings then passing over a fin-ishing line. The pit stop in the middle revealed not only a remarkable degree of agility on the part of many of the decorative girl passengers, but also a considerable lack of liaison between members of the same team, resulting in several personal collisions as they ran round the car in opposite directions. Best for a long while were the brothers Peter and Jack Reece, with their Riley Sprite, but their time was beaten right at the end by Dr.



The majestic and beautifully turned out 8-litre Bentley of O. H. Goodwin, entering the bay in the course of the first test during the V.S.C.C. Measham Rally.

Harris in his Frazer-Nash-a remarkable feat with a car possessing no driver's door.

All this excitement having subsided, almost everyone present visited the restaurant on the site for tea, and the principal results were then announced. Even the full results were available Even the full results were available shortly after six o'clock, which reflects great credit upon the organizers. Mr. G. A. Hill, the head of the Measham

organization, and his staff could not have been more helpful, and it is to be hoped that this venue will be used again for similar events in the future.

PROVISIONAL RESULTS Best perfermance (tie): Riley Sprite 1,496 (P. B. eece) and M.G. 1,250 (J. L. Shaw), 211 marks

each.
Class 1 (Vintage): 1 1928 Lancia 2.500 (L. Murray
Austin), 174 marks: 2 1927 Austin 780 (L. D.
Royers), 170; 3, 1925 Austin 789 (A. P. Birt), 151,
Class 2 (Medern): 1, M.G. 1,706 (K. A. Scales),
195 marks: 2, M.G. 899 (R. P. Spencer), 186; 3,
M.G. 1,250 (R. A. Hopkinson), 177.

# THE MONTE CARLO RALLY

IN a little over a week from now, competitors from all over Europe will be their way to Monte Carlo in what on is still the premier event of its kind in the world. To many people, this event has a romantic air which makes it unique and places it almost in the same category as those far-off town-totown races in the early days of motoring.

This year's rally promises well: rarely has there been more interest and enthusiasm. In the first place there is the enormous entry—over three hundred cars—which might have been more than doubled had not the lists been closed within a few days of their opening. Secondly, the average motorist is far more interested now than in former times in the achievements of cars similar to his own-or the car he would own were it not for waiting lists and purchase

Preparations of the British competi-

tors are already well advanced (a full list of British entries appeared in *The Autocar* of December 2). A guide to the Rally will be included next week, with the full itinerary and the list of entrants as finally amended. Meanwhile, a selection of items is appended of general interest and information about the event, with specific reference to the British contingent.

JANUARY 22-29 Starting Points.—Monte Carlo (104 cars), Glasgow (0), Stockholm (60), Lisbon (58), Oslo (10), and

O) Stockholm (60), Lisbon (53), Oalo (10), and Total Mumber of Entries.—308. Classes.—Up to 750.c., 751-1,100.c.c., 1,101-1,500.c., over 1,500.c., over 1,500.c.

Raily Section.—Sunday, January 22, to Wednesday, January 25, Acceleration and Braking Test. — Wednesday, January 25 (on arrival), Secutineering.—Thursday, January 26, Regularity and Speed Test.—Friday, January 27, Concours of Confort.—Saturday, January 28, Parade and Prizesting.—Sunday, January 29, The first competitor from Glasgow, on Sunday, January 29, January 29, with start at 4.11 B.m., will heave Deceaser at 41.52 p.m., and will reach Folkestone at 7.56 a.m. the following morning.



Abandon ship! The crew of Cuthell's "Alphonso" Hispano-Suiza—circa 1912—dismounting hurriedly before their round-the-car dash, a feature of the last test at the Vintage Measham Rally (Page 57). They were also handicapped by having to restart the engine with the handle.

FIRST, let me say just a word on the subject of "Sammy," who last week referred to the future of this section of The Autocar. When I was at school, he was one of my heroes; then he wrote his first book, and became at once even more of a hero, yet also very much closer and more human. Consequently, when I left school and needed a job—full of enthusiasm but very little else—I diffidently wrote to S.C.H.D. and asked his advice. I still have his reply, which could not have been nicer or more helpful, and as a direct result of that I went and "served my time" with the Alvis firm—which I have certainly never regretted.

So you will readily understand that I have special reasons for holding him in high regard. Here's to Sammy, who from now on is my "pit manager": thousands of people have asked him for help and advice, never in vain, and if I can achieve a tenth of his popularity and eminence I shall be very much more than

THE British Broadcasting Corporation—whom Heaven preserve—bestirred themselves sufficiently last week to produce a review of the year's sport. Specialists came to the microphone and spoke on every conceivable form of sport—except motor racing. Speedway was included, motor cycling had a very good showing, football and boxing were naturally dwelt upon at length, but motor racing, as usual, was the Cinderella of the ball. This, of course, is on a par with last year's motor racing broadcasts, which—with all due regard for those who tried hard to make them succeed—were uniformly bad. I have yet to hear a dissentient voice on that point; no matter how much disagreement may exist between racing enthusiasts on other matters, one mention of the B.B.C. is sufficient for them to join hands and sing # hymn of hate in complete mutual accord.

Now, lest I be accused of purely destructive criticism, let me say this: that if the B.B.C. cannot find a commentator who is also a ready-made fund of knowledge concerning motor racing, they should assign one of their existing men to the job and encourage him to learn the subject. Moreover, and at the same time, he should be assisted by a motoring Barrington Dalby, to supply the essential expert knowledge and sum up the situation at intervals. And then one of these two people would be in a position to provide a review of the season's events, in programmes such as the one which prompted this homily.

HAVING put Portland in its Place, let us now have a look at yet another aspect of the competition licence question. Leslie Johnson has just been to America and driven in the Palm Beach race, which was a national event. To do this, therefore, he had to take out an American competition licence for the year 1950, and now that he has done this he cannot change back again to a British one. Hence he is now "a furriner" for this year, unable to compete in British national events; moreover, if the entry of—for instance—the E-type E.R.A. in an international race were in his name instead of that of E.R.A., Ltd., the car would have to be painted white for the occasion!

THE said race at Palm Beach a Shores, Florida, which has excited a good deal of interest both in the U.S.A. and over here, resulted in a win for a brave citizen of the New World driving a Ford with a 4½-litre Duesenberg engine installed; his name, G. Huntoon. Second came Briggs Cunningham, with a Silverstone Healey powered by a 5½-litre Cadillac V eight engine; third G. Rand, driving Cunningham; Ferrari sports model (similar to Folland's), and fourth Leslie Johnson with an XK120 Jaguar. The circuit was altered at a fairly late hour to one actually alongside the shore itself, and the question of sand on the road (as at the first Zandvoort meeting) seems to have cropped up again.

# THE SPORT

CONDUCTED BY
S. C. H. DAVIS and J. A.
COOPER, A.M.I.Mech.E., M.S.A.E.

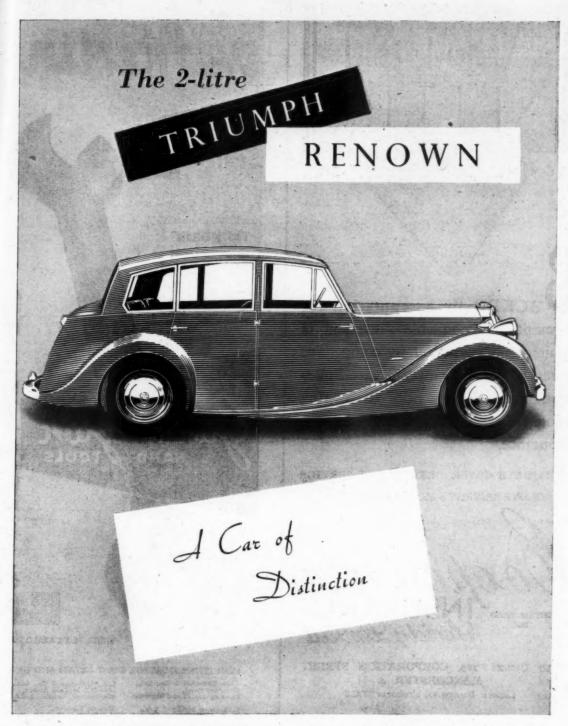
### COME ON, THE B.B.C.! LESLIE JOHNSON — A TEMPORARY "ALIEN"

A LTHOUGH the full story remains as yet untold, it seems that Villoresi has won the second Buenos Aires race from Serafini (also Ferrari), Bucci (Argentinian, driving an oldish Alfa-Romeo), Fangio (Ferrari) and Bonetto (Maserati). Parnell, Bira and Whitehead were eighth, ninth and tenth. Fangio led at first, but had trouble, and Villoresi then went into the lead, breaking the lap record in the process. More, I hope, to follow.

ODD things happen to people. Donald Monro is in trouble because he went as fast as he could, recently, up Bouley Bay hill in a Wolseley saloon and his wife, who was watching, took one look at the car, jumped for safety, landed in a record bed of stinging nettles and has been discussing the matter ever since. Then, one of the most perfervid enthusiasts who ever lived, Charles Lytle, of America, has run over himself. What happened was that he, as an official, asked a competitor to move his car away from a certain point, to which the competitor demurred. Charles, therefore, pushed the car down the slope while walking alongside holding the wheel. The car got out of hand, Charles made a grab at the handbrake, missed, fell down and was run over; so he has been in hospital with two dislocated toes and will be on crutches for a month.

PARSONS is still leading the American championship with a total of 2,280 points, Fohr being second with 1,650, and Holland third with 1,420.

EVEN trials drivers (plus the odd ones) can be a bit pernickety about their cars' appearance. Half an hour after the finish of a particularly muddy run in Derbyshire one driver spent an hour or so washing his car all round and underneath till it was fit for Earls Court. He, also, had a "can-lad" armed with a battery of little tins, brushes and paraphernalia with which to touch up non-existent blemishes any time opportunity afforded. Contrast may be those people with mud-laden specials still in the character of "dicers" miles from the scene of their presumed triumph, but



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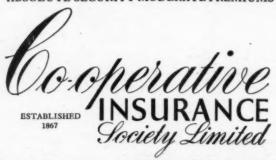
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### THE SPORT

1950

with competition numbers still in place. Reg Phillips has now got a particularly neat tow bar for his special so that he can revive from cold, wet and hunger inside a comfortable saloon, while the trials machine follows obediently behind. But the effect of seeing a competition machine coming along briskly without visible human aid appears to encourage near heart failure in the drivers of other vehicles ignorant of how the effect is produced.

Now for things at home. The Rally monopolizes most of the conversation up north and was especially a mat-ter for argument at a club's recent hotchpotch supper. One competitor, who had carried an enormous steel bar as part of his unditching gear last year and intended to do the same thing again this year, was asked what he would do if the ground was frozen hard, but met the suggestion with the reply that the car would carry a number of holes for use as requisite. Thereupon he was presented with a piece of string with which to tie the mouths of the holes until they were needed. Crew ranks were also under discussion, a new rating, "deputy watch-winder and map folder" being originated.

This year's Blandford meeting, which provisionally scheduled for Whit-Monday, May 29, will comprise a Formula 3 International race, the Blandford Trophy Formula 2 race, and a 25-lap Production Car race, to be run in accordance with the T.T. regs.—an excellent idea, enabling intending T.T. entrants to try their cars out well in advance. This should be an excellent day's racing, on the only genuine road circuit in England.

\* \* \*

THE B.A.R.C. sold all the seats for their Midnight Matinée film show -tonight at the Curzon-at a very early date, as might have been expected. Their annual general meeting is sche-Their annual general meeting is scheduled for Thursday, January 26, at 6 p.m. in the committee room of the R.A.C., Pall Mall, London, S.W.I. Incidentally, with reference to the film show, the Steering Wheel restaurant will remain open until 11.15 p.m. tonight, for the convenience of members proposed. for the convenience of members propos-ing to go on to the Curzon, and a special quick service buffet supper will be available in addition to the normal table d'hôte dinner.

THE Northern Section of the Vintage S.C.C. are holding their annual general meeting on February 4 at the Angel Hotel, Knutsford, Cheshire, at 5.30 p.m., and it will be followed by tea and a film show-tickets 5s each.

IF you should happen to be in the Char-ing Cross Road, London, at any time, stop and look at the large window which Better Books, Ltd. have devoted entirely to books on motor racing and motoring sport generally This is a very pleasant sight, and indicative of the growing interest among all sections of the community. To inaugurate this sales drive, the firm gave a small luncheon party, at which Denis Jenkinson acted as host; he is, of course, better known to the motorcontinued

ing types as "Jenks," and famous of recent times for his exploits as passenger to Eric Oliver, the European Sidecar Champion of 1949.

THE closed invitation trial which the A Falcon Motor Club were to hold on January 29 has had to be cancelled as there was unfortunately insufficient time to get the organization really going.

A NEW club has just been formed in the A south with the title of Cranleigh and District Motor Cycle and Car Club; they propose to organize trials and sporting events. Secretary: R. H. Clare, 1, Coneyhurst Lane, Ewhurst, Surrey. J. A. C.

### CLUB NEWS

Bentley D.C.—Noggins and natters will be held at Bacon Arms Hotel. Newbury, Berks, on January 15; George Im, Borough High Street, London, S.E.I., January 16; Bull's Head, Pratts Bottom, nr. Haistead, Kent, January 20; Norway Inn, Perran-Worthal, nr. Truro, Cornwal, January 21; Old Talbot Hotel. Ripley, Surrey, January 22; Star Inn, nr. Hartshead Moor, Liversedge, Heckmondwike (with dinner), January 25; Hamblyn House Country Club, Botesdale, nr. Diss, Norfolk, January 25; The Swan Hotel, The Pantiles, Tunbridge Wells, January 28; and a lunch will be held at the Bull's Head Hotel, Aylesbury, January 22.

Exmoor M.G.—The annual dance, held at the Hotel Metropole, Minehead, on December 5, was a huge success, and the Troplies Fund benefited greatly as a result. The a.g.m. will be held at the Dorrien Restaurant, Minehead, together with a dinner and film show on Saturday, January 28.

Tickets 6s 6d each from the secretary.

Leicastershira G.G.—Motoring version of a Stag Runt will be held on Sunday, January 15.

Starting from Lee Street Car Park, Leicester, at 2.30 p.m. No ruzzles to solve involving standing about in the cold; tea at the finish, S. 6d per head.

A film of motoring events in 1949, including

about in the cold: ten at the finish, 3s of per head.

A film of motoring events in 1949, including Goodwood, Isle of Man, Le Mans and Prescott will be shown at the Airman's Rest, Wednesday, January 18, at 7.30 p.m.

Sunbeam-Talbot O.C.—This year's Continental raily is to be known as the Railye Stress and will take place from June 17 to July 2. The itinerary takes in Rheims and the Burgundy country, Lake of Neuchatel, Berne, Interlaken, Simplon Pass, Italian Lakes, St. Gotthard Pass, Swiss Rhone Valley, Lake of Geneva, Fontaine-bleau, Versailles and Wimereux.

M.M.E.G.—A programme of films arranged by Shell-Mex, including their Grand Prix film, will be shown on Wednesday, February 1, at the White Swan, Edmund Street, Birmingham.

Southsea M.G.—The annual President's Trophy Trial, which is scheduled to take place on Sunday, February 19, has now been accepted by the B.T.D.A. as a "classic" event, and will, therefore, count towards the markings for the Trials Star.

Trials Star.

Irish M.R.G.—The new president of the club is Mr. Ivan Webb, who succeeds Colonel McNeill. The 1949 Curragh races enabled a donation of £500 to be made to the Army Benevolent Fund and this meeting will be held again in September next. It is also hoped that racing may be resumed this year in Pheenix Park.

Bugatti O.G.—"Regs" are now available for the Night Trial, to be held on February 4.5, and entries close on Saturday, January 28. Invited clubs are the Hants and Berks and the Cemian M.C.

clubs are the Hants and Berks and the Cemian M.C.

M.C. Car Glub (8.W. Centre).—The Kimber Trophy Trial, run in the North Mendips. attracted 21 starters, and Dr. J. T. Spare, of the Taunton club, who was competing in only his second trial, defeated all comers to win the coveted cup. G. W. Best found his M.G. drag link in two parts on one hill, but welded it at a nearby garage and continued, to gain a first-class award. Results: Kimber Trophy Whiteford 1,172 (Dr. J. T. Spare); Spencer Clup, Parker Spl. 3.917(s) (L. Parker); Welch Trophy, M.G. 1,250 (Mrs. Mayme). First-class awards: Dacy 1,091 (C. C. Evans); Betsy 1,172 (L. J. Tolman); Roberts Spl. 993 (H. E. Roberts); Clayton 1,172 (H. Clayton) and M.G. 393(s) (G. W. Best).

(G. W. Best).

Kirkcaldy and D.M.C.—A Technicolor film

made locally by Mr. J. R. Swanston, showing

a selection of 1949 Scottish road races, was included in the club's film night on December 28.

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HILLMAN 'Minx' D.H. Coupe,	35
6,000 miles	95
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FORD 'Prefect 'Saloon. 4,000 miles £66	55
STANDARD '14' Saloon, Radio (55	25

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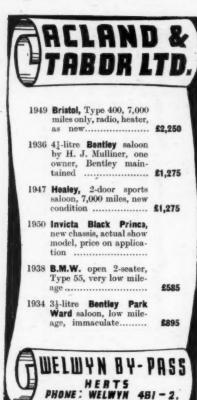
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### COMING SHORTLY

JANUARY 13.—British Automobile Racing Club. Midnight film show, Curzon Cinema, Curzon Street, London, W.1.,

Cinema, Curzon Street, London, W.1.,
14.—Bristol M.C. and L.C.C. Chappell Cup
Trial, starting George Hotel, Norton
St. Philips, nr. Bath, 12 noon.
14.—500 c.c. Club. Annual general meeting,
Rubens Hotel, Buckingham Palace
Road, London, S.W.1., 8 p.m.
14.—M.G. Car Club (S.W. Centre). Sporting
quiz versus Bristol M.C. and L.C.C.,
Grand Hotel, Bristol, 7.30 p.m.
14-25.—Brussels Motor Show.

15.—Mar del Plata Race, Argentina.

-Mar del Plata Race, Argentina.
-Leicestershire C.C. Charles Bacon
Trophy, Leicestershire.
-Maidstone and Mid-Kent M.C. TyrwhittDrake Cup Trial, Kent J.C. TyrwhittSeven-fifty M.C. The Mudlark, starting
Lambert Arms, Aston Rowant, Oxfordshire, 10,30 a.m.
-North London Enthusiasts C.C. Annual
general meeting, Green Man, 128, HaleLane, Edgware, 7 for 7.30 p.m.

Chill Service Motorula Association (N.

Civil Service Motoring Association (N. London Centre). Annual dinner and dance, The Manor House, 316, Green Lanes, Finsbury Park, London, N.4, 7.15 p.m. 19.—Taunton M.C. Annual dinner, dance and

presentation of awards, Empire Ballroom,
Taunton, 7.15 p.m.

19.—Aston Martin O.C. Film show, British
Council Cinema, 3, Hanover Street,
London, W.1.

19.—Civil Service Motoring Association
(Birmingham Centre). Concert and prize
distribution, White Horse Hotel, Congreve
Street, Birmingham 3, 7.30 to 10 p.m.

20.—North London Enthusiasts C.C. Annual
dinner and dance, Hendon Hall Hotel,
Hendon, London, N.W.4, 6.30 for 7 p.m.

20.—Harrow C.C. Annual dinner, Orchard
Hotel, Ruislip, 7.30 for 8 p.m.

21.—Rosario Race, Argentina.

21.—Bristol M.C. and L.C.C. Film show,
Beaufort Room, Grand Hotel, Bristel,
7, p.m.

7 p.m. Civil 7 p.m. Civil Service Motoring Association (Yorkshire Centre). New year's party, Betty's Café, Darley Street, Bradford, 22-29.

Betty's Café, Darley Street, Brauoru, 3.39 p.m. arlo Rally.

19.—Monte Carlo Rally.

19.—Monte Carlo Rally.

19.—Leicestershire C.C. Annual general meeting, Balmoral Boom, Bell Hotel, Leicester, 8 p.m.

Midlands Motoring Enthusiasta' Club. Annual general meeting, Rod Lion, Church Street, Birmingham, 8 p.m.

Cemian M.C. Annual general meeting, Horse and Dolphin, St. Martin's Street, London, W.C.2, 7 p.m.

### IN BRIEF

New showrooms will be opened shortly in Berkeley Square, London, W.I, by Berkeley Square House Garage, Ltd. The firm also announces that Mr. E. B. Kynaston and Mr. Harry Newton have been elected to the board of directors.

Before a dollar-earning drive by the principal companies in the Owen organization, Mr. A. F. Rivers Fletcher, its new public relations officer, left England for the U.S.A. and Canada last Wednesday. He will carry out market research during his month's visit.

Mr. J. A. Hunt, general manager of the Hymatic Engineering Co., Redditch, Worcestershire, manufacturers of paint spray guns, was awarded the M.B.E. in the New Year Honours List. Mr. Hunt spray guils, was awarded the M.B.E. In the New Year Honours List. Mr. Hunt is also chairman of the Birmingham Advisory Committee, Midland Regional Board for Industry.

The flexible, anti-static rubber pad, or strip, encased in non-conductive rubber, which is incorporated in the hockey stick switch of the Loughborough-Hayes timing mechanism is made by the Silvertown company, parent company of Palmer Tyre, Ltd. The apparatus was described in the December 23 issue.

The report of Bluemel Bros., Ltd., Wolston, near Coventry, for the year ended September 30, 1949, shows that the net profit after providing for depreciation and before providing for taxation was £40,201 198 9d. After all deductions have been made and the balance carried forward from September 30, 1948, the amount to be carried forward in 1950 is £41,919 1s 5d.

Dunlop's Japanese subsidiary in Kobe is now been restored to the parent comhas now pany in England. Negotiations are pro-ceeding for the reorganization of the company.

Mr. A. E. L. Mash, O.B.E., previously public relations officer to the Ministry of Aircraft Production, the S.M.M.T., and, latterly, the Rootes Group of companies, has opened an office at 41, St. James's Place, Piccadilly, London, S.W.1.

Henley's Tyre and Rubber Co., Ltd. have now removed from their premises at Gloucester Road, Horfield, Bristol, to new accommodation at 14, Redcross Street, Bristol, 2. A full range of giant and car tyres and tubes will be available at the new premises. The telephone number is Bristol 26930.

Jack Olding, of Mayfair, official Rolls-Royce and Bentley retailers and dealers, announce the reopening of their pre-war service station at 18, Providence Court, North Audley Street, London, W.1. During the period of requisitioning, they have been operating from 18, Brooks Mews, W.1, which they have now vacated.

Mr. W. G. Pearson has joined Clayton's Cars (London), Ltd., 421, High Road, Finchley, London, N.12. He has now completed forty years in the motor trade. latterly with Automobile and Aircraft Services, Ltd.

### INFORMATION SOUGHT

Correspondence, addressed c/o Autocar, can be forwarded on behalf of readers seeking the following handbooks:-

### 15291-HANDBOOKS REQUIRED

"A. S. M."-1938 12 h.p. Triumph Dolomite.

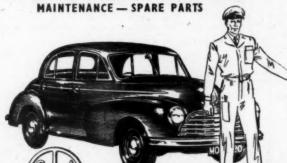
"R. McG."—1932 12-70 h.p. M.G.
"K. S. A."—1934 Standard Ten.
"E. M. E. M-"—1933 Riley Nine Monaco.

"E. Z."—1935 Riley Twelve Kestrel.
"H. B."—30 h.p. Ford V8 shooting brake.
"R. H. C. G."—P-type M.G. Midget.
"J. B."—1938 Austin Big Seven.
"E. M."—1933 Austin Ten.
"A. J. B."—1937 to h.p. B.S.A. Scout.
"C. B."—1932 B.S.A. Scout and 1932 12 h.p. Wolseley Hornet. Also spare parts lists.
"F. W. B."—1937 Vauxhall Fourteen.
"B. P. D."—1938 Rover Ten workshop manual, not handbook.
"E. P. S."—1929 Riley Nine.
"K.S.-P."—1933 Daimler Fifteen.

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	super condition	389 gns.	1939 AUSTIN Big 7 4-door saloon, black and red,	249 gns.
1939	FORD PREFECT 10 h.p. 4-door saloon, I		owner	249 gns.
	owner	299 gns.	1936 M.G. P.B. 9 h.p. 2-seater, super condition	249 gns.
1939	HILLMAN MINX de luxe saloon, maroon and brown interior	299 gns.	1938 MORRIS 10 4-door de luxe sun saloon,	
1938	M.G. T.A. 10 h.p. 2-seater, many extras		1938 MORRIS 8 4-door de luxe sun saloon,	249 gns.
	STANDARD 12 4-door de luxe sun saloon,		maroon, 2 owners	229 gns.
-	many extras	299 gns.	1936/7 SS JAGUAR 24 litre 4-door sports saloon.	
1939	TALBOT 10 Sports, 4-seater, oversize tyres,		black and chrome	199 gns.
1020	MORRIS 8 4-door saloon, black and brown	299 gns.	1936 CHRYSLER 24 h.p. Wimbledon 4-door saloon, leather upholstery	179 gns.
	7 SS JAGUAR 14 litre 4-door sports saloon,	279 gns.	1938 AUSTIN 7 de luxe saloon, really sound	try gus.
1730	pale green, super	279 gns.	condition	169 gns.
	AUSTIN 8 4-door de luxe saloon, black and	_	1933 AUSTIN 12/4 4-door de luxe sun saloon,	
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1940	JAGUAR 11-litre sal. de luxe	£535
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MORRIS 8 saloon, black, brown leather	£495
MORRIS 10 saloon, black, brown leather, guaranteed mileage 9,200	£575
STANDARD 8 saloon, black, brown leather, .L.H.D.	£375
STANDARD 8 D/H coupe, grey, blue leather	£485
STANDARD 14 saloon, choice of	6695
	2-litre M.G. saloon, turquoise blue  MORRIS 8 saloon, black, brown eather  MORRIS 10 saloon, black, brown eather, guranteed mileage 9,200  STANDARD 8 saloon, black, brown leather, L.H.D.  STANDARD 8 D/H coupe, grey, blue leather  STANDARD 14 saloon, choice of

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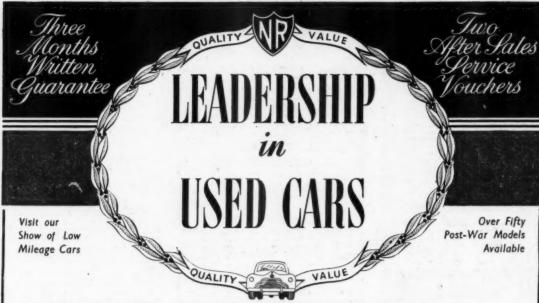
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10 47 Austin 8hp saloon de luxe, 1,300 miles; £555.
after 6 p.m. 8pr. 6285.
LATE 1947 Austin 8 saloon de luxe, 7,000 miles, immaculate condition. £565.—The White Swan, Bottisham, Cambs. Tel. 259.

A USTIN 8 tourer, ex-Government, reconditioned, owner, bargain at £250.—The Barkston Motor Ltd., 244, Earls Court Rd., London S.W.S. Frobi 5192. [5325

1932 Austin 8 4-door saloon, in splendid all round condition; H.P. terms arranged.—K. Henry. Ltd., 63-65. Great Portland St., W.I. Langham 3635, and 3994.

1939 (May) Austin Shp sliding roof saloon.
in good mechanical condition: 2295.—K.L.M. h
Ltd., 101. Brighton Rd. Coulsdon. Surrey
Telands 4841. black

lands 4841.

29 5 gas.—Austin 8 (June, 1939) de luxe alloon, de luxe alloon, lettion; terms, exchanges; list; open 9-7 week-days and Saturdays,—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 604.

Austin Eight Cars Wanted

THE CAR MART, Ltd., wish to purchase Austin 8 T cars.—297, Euston Rd., N.W.I. Euston 1212. [0952]

M.B. MOTORS, 536, New Cross Rd., London, S.E.4. Tideway 3779. M Tideway 3779.

ROWLAND SMITH'S, the Austin 8 buyers.—HampRowled High St. (Hampstead Tube). Ham. 6041.

[0919]

POST-WAR Austin 8 required, cash paym Morley, 54, Streatham Hill, S.W.2. Tulse Hill

SELL your Austin to us; good cars urgently was all models.—Offord, 67, George St., W.1.

B99 ANSTEAD ROAD GARAGE urgently require Shp
D post-war Austin cars in good condition.—Carshai-on. Surrey. Vigilant 3341.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8 and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

AUSTIN TEN

CAR MART, Ltd. 1947 Austin 10 saloon, 14,000 miles; £645.

1946 Austin 10 saloon, 18,000 miles; £59. Mart, Ltd., 297. Euston Rd., N.W.1. T. CORYTON, Ltd.

1946 Austin 10 aun-roof salcons, choice of the upholstery, or blue with brown upholstery, or blue with upholstery, or blue with upholstery, completely upholstery, interiors repovated and cellinged the mecessary, interiors repovated and inmasculate pearance, mechanically guaranteed for 3 months.—1948, Fulham Rd., South Kennigton, Ken. 1410.—19 H. A. SAUNDERS, Ltd., offer:-

947 Austin 10hp saloon de luxe, 7,000 miles; 2685.

H. A. SAUNDERS, Ltd., Austin House, High North Finchley (100 yds north of Tally Ho! Con Hillaide 0024.

MARMO (1929), Ltd.—Austin 10 saloon.

CARMO mechanically and in appearance.

ARMO Fitted radio, A.A. and R.A.C.

ARMO Inspection welcomed; £679.

CARMO, St. John's Wood. Pri. 0141.

WADDINGTON MOTORS Ltd., offer:-

1946 Austin 10 saloon, immaculate condition R.W.6. Ham. 2211. [4210 Har. 221]. [4210 Lane, N.W.6. Ham. 2211. [4210 Lane, N.W.6. Ham. 2211. [4210 Lane, N.W.6. Ham. 2211. [4210 Lane, N.W.6. Ham. 2210 Lane, N.W.6. Ham. 225, mother, 1936 model, at \$217, W.6. Lane, N.W.6. Lane, N.W

The manufactural control of the cont

1939 Austin 10 Cambridge saloon, exceptionally well kept; £365.—Peter Bantock, 37/39, King St. Parade, Twickenham. Popesgrove 7447.

1939 Austin 10 Cambridge saloon de luxe, new engine, one owner, as new; exchange.—
Lockwood. Haif-way. Walton 2824, after 6 o'clock. [6107]

Corpon Cars (LONDON), Ltd.—1947 Austin 10 Corpon black, 18,000 miles, excellent.—Gordon House, 373, Euston Rd., N.W.I. Euston 6611. [564]

1947 (March) Austin 10 de luxe saloon, black with brown leather, immaculate; 609 guineas.—Holgate, 4, Bankside Ferry Rd., Teddington. Kingston 738.

ROSE & YOUNG, Ltd., offer 1937 Austin 10 cabric super condition.—65-69, Sternhold Ave., Streath Hill, S.W.2 (1 minute Streatham Hill Station). THILL HILL STREAM THILL STREAM

1947 Austin 10 (first registered July 1948), 13,000 miles, one owner, perfect condition; £650 or nearest offer; seen by appointment.—Brooks, 32, Hillside Rd., Sudbury, Suffolk

1939 Austin 10 black Cambridge saloons, choice of a guaranteed condition; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.I. Langham 3635 and 3954.

Mranged.—R. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 5855 and 5954. [4238]

5.25 gms.—Austin 10 (June, 1946) de luxe 4-door alsoon, black, silding head, brown leather, one changes.—Rowland Smith, below.

36.5 gms.—Austin 10 (July, 1942) de luxe 4-door changes.—Rowland Smith, below.

36.5 gms.—Austin 10 (July, 1942) de luxe 4-door owner, very good condition; terms, exchanges.—Rowland Smith, below.

45.5 gms.—Austin 10, 1937 model, Cambridge de luxe 24-door saloon, black, silding head, blue leather, one owner, very good condition; terms, exchanges; list; open 27-door saloon, black, silding head, fawn sesties, good condition; terms, exchanges; list; open 27-door saloon, black, silding head fawn sesties, good condition; terms, exchanges; list; open 27-door saloon, black, silding head, but new terms, good condition; terms, exchanges; list; open 27-door saloon, black, silding head, fawn sesties, good condition; terms, exchanges; list; open 27-door saloon, black, silding head, but new terms, good condition; terms, exchanges, list; open 27-door saloon, black, silding head, but new 4-door saloon, s

15960 E325 —Austin 10. 1938, one owner, really excel-lent condition, cabriolet; many others.— Benmotors, 1, Clarendon Rd., Holland Park, London, W.11. Park 5068-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.) Austin Ten Cars Wanted

THE CAR MART. Ltd., wish to purchase Austin 10 cars.—297. Euston Rd., N.W.I. Euston 1212. (1953) N immediate cash offer given for your Austin 10; any

M.B. MOTORS, 336, New Cross Rd., London, S.E.A. Tideway 3779.

ROWLAND SMITH'S, the Austin 10 buyers.—Hamp-stead High St. (Hampstead Tube). Hampstead (0920 SELL your Austin to us; good cars urgently wante all models.—Offord, 67, George St., W.1. W.

JACK ROSF, Ltd., require low-mileage Austin cars.—
Jack Rose, Ltd., Stafford Rd., Wallington, Surrey,
17674

1939 48 Austin 10 salcon urgently required.— Richard France, Ltd., 254, High St., Totten-ham, N.15. Sts. 2232.

R AYMOND WAY, the hire-purchase specialis still buying pre-war Austin 10s and have uncash available.—Canterbury Rd., Kilburn, N.W.6. Vale 6044 (10 lines).

Euston | 5926

black h blue where te ap-139-15858

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£585. Rd.,

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Rd., 4210 loon,

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W.5. 5673

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ith s.— ton 985

PALMERS effer:\_ AUSTIN A40 1949 Austin A40 Devon 4-door saloon, 4,500 miles; 53, York St., Twickenham. Popesgrove 1890, 7087. CAR MART, Ltd.

1948 Austin A40 Doract saloon, heater, 3,000 miles; £825, 1948 Austin A49 Doract saloon, sliding head, 1948 heater, 11,000 miles; £725,—Car Mart, Ltd., 297, Euston Rd., N.W.I. Euston 1212.

1948 Austin A40 Devon S.R. saloon, blue with meige leather, radio, heater, etc., 6,000

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6. H. A. SAUNDERS, Ltd., offer:-

1948 Austin A40 Devon 4-door saloon de luxe, 1948 radio, heater, 6,000 miles; £845. H. A. SAUNDERS, Ltd., Austin House. High Rd., North Pinchley (100 yds north of Tally Ho! Corner), Hillside 0024.

PHILIP RICKARDS, Ltd., offer:-

1948 Austin A40 Dorset saloon, fitted heater, radio, green, 7,000 miles.—4, Brick St., Fark Lane, W.1. Gros. 4772/3.

1948 Austin Dorset, green/beige, 6,000 miles.—
Tel. Sloane 3577, 6970. [4207 1948 Austin A40 Devon 4-door mioon, mist green:
combe Rd., Croydon, Addiscombe 3066, [6179]

combe sca., Croydon. Addiscombe 3066. [6179]
1949 Austin 440 Dorset salono. 3.000 mlles, beise.
Bruton Place, London. W. 1. Maylair 0821-2. [5823]
A USTIN A40 Devon. genuine milesge 12,000. property
of titled lady: immaculate condition.—David Robinson, Ltd., St. Peter's St., Bedford. Tel. 4571. [6212]

1949 Austin A40 Devon 4-door saloon de luxe, guaranteed; £775; payments.—Oldfield, 4, Russell Gdns, Mews, Kensington, Park 7780. [5715] 1949 A40 Devon saloon, quite indistinguishable from new, fitted heater, mileage 7,000; £800.

—Bowles, Fordend, Denham, Bucks. Denham 2474. [6201

CASS'S MOTOR MART.—1949 Austin A40 Devon 4door saloon, fawn, heater, radio. 6.500 miles; £800.
written guarantee.—5, Warren St., W.l. Euston 41,10
1949 Austin A40 Devon saloon, radio, heater, 500
niles only; £845.—8, C. Smith (Motorn).
Ltd., 13-13, East Dulwich Rd., S.E.22. New Cross [5950]

£790 for Austin A40 Dorzet saloon, sliding roof, heater, Portland grey, owner driven, regular maintenance. Sept., 1948, perfect; seen Uxbridge or, St. Albans.—Write, Box 1541.

1948 (Sept.) Austin A40 Devon, 4-door, sun roof, fitted heater. 9,000 miles, as new; £810.—Gibsons Sports Cars (Christonech), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. [5663]

1949 A40 Devon 4-door saloon, colour grey, fitted with heater, just out of covenant; open for reasonable offer.—G. Cecil Pohlman, 138, Fore St., Hertford 2895.

2895.

1949 (January) A40 Devon, finished beige with whole car as new; trade and part exchange enquiries welcomed; car may be seen and tried at G. P. Morley, Ltd., 54, Streatham Hill, S.W.12. Tulse Hill 4488, [5502

£895 1!!—Austin A40 Devon 4-door de luxe saloon, new, fawn leather interior, heater, etc.; hire purchase if required on £225 deposit, no formalities, drive away at once. at once.

CAMDEN MOTORS, Lake St., Leighton Buzzard.
Tel. 2381 and 3115. [5769]

H. A. SAUNDERS, Ltd., offer:-

1139 Austin 12 saloon de luxe, black, immaculate; H. A. SAUNDERS, Ltd., Austin House High Rd., Morth Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.

Hilliside 0024.

1938 Austin 12 de luxe saloon, ône private owner, in immaculate condition throughout; 2320.

J. WILLIAMS MOTORS, 169, Priory Rd., Hornsey, Mountview 5228-5774.

1939 Austin 12 saloon, black, in first-class mechanical condition and excellent bodywork—Terrarks 07 CRICKLEWOOD, old 200-20.

Cricklewood Broadway, N.W.2. Glad. 2334. (4460)

1939 Austin 12-4, 7-seater limousine, nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834.

1936 model Austin 12-6 Ascot saloon de luxe, an exceptionally well maintained privately owned car; £250.—Egham Motor Co., Egham. [5466] ORDON CARS (LONDON), Ltd.—1946 Austin 12 salcon, black/brown leather, 22,000 miles, one owner.—Cordon House, 373, Euston Rd., N.W.1. [5842

1937 Austin 12 saloon, exceptional condition; recently recellulosed; £325; see page 26.
—Smith & Hunter 376, Kensington High St., W.14.
Western 2312.

1947 (late) Austin 13 sunshine saloon de luxe, push-buton redio, 14,000 miles.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [6180

115, Adusconne Har, Colores and Carlos and C

1939 Austin 12 Ascot de luxe saloon, black with blue leather upholstery, mileage 30,000, privately owned vehicle, original; £425.—Colloms Car Sales, Ltd., 292-308, Lanark Rd., W.9. Tel. Maids Vale 5134, 7635, 3468.

Autocar

THE CAR MART, Ltd., wish to purchase Austin 12 The CAR MART, Ltd., wish to purchase Austin 12 Costa Cars.—297, Euston Rd., N.W.I. Euston 1212, COSta Cars.—297, Euston Rd., N.W.I. Euston 1218, COSTA CARS.—2007, Euston Rd., N.W.I. Euston Rd., N.W.I

1937-8-9 Austin 12 saloons and limousines wanted —Motourists (London), Ltd., East Finchies Station, N.2. Tudor 2301-2. [0094

Boaton, N.2. Tudor 2991-2.

RAYMOND WAY, the hire-purchase specialists, are tall buying pre-war Austin 12, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

WALTER SCOTT, Ltd.—1939 Austin 14 Goodwood de luxe saloon, black, brown hide, one owner, excel-lent throughout; £345.—59, College Crescent, Swiss Cot-tage, N.W.3. Frimrose 5914.

CAR MART, LAd.

1948 Austin 16 saloon, radio, Ace discs, 5,000 miles; £1,025, 1948 Austin 16 saloon, radio, 7,000 miles; £975. 1947 Austin 16 saloon, 10,000 miles; £650. 1946 Austin 16 saloon, 23,000 miles; £695.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

BROWN'S for Austins. [5927]

BROWN'S for Austins. [5927]

1946 Austin 16hp saloon de luxe, immatulate condition; 685gns.; 3 months' guarantee.—
Brown's Garage, Loughton (Essex) 4119. (Tube.) [5101] CYRIL SHEPPARD offers:-

1949 Austin 16, black/brown, radio, heater, as new throughout; £925.—Riseley. Berks. [5379] TOM GARNER, Ltd., offer:-

TOM GARNER, Ltd., order:—

1948 Austin 16hp S.R. saloon black with brown leather, 5,000 miles, radio.

TOM GARNER, Ltd., offer:—

195312

H. A. SAUNDERS, Ltd., offer:—

2895.

1948 Austin 16hp saloon de luxe, 8,000 miles, radio; 8,925.

1948 Austin 16hp saloon de luxe, 8,700 miles; £895.

1948 Austin 16hp saloon de luxe, 8,700 miles; £895.

1948 Austin 16hp saloon de luxe, 8,700 miles; £895.

1948 Austin 16hp saloon de luxe, 8,700 miles; £895.

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1948 Austin 16hp saloon de luxe, 8,700 miles; £895.

1948 Austin 16hp saloon de luxe, 8,700 miles; £895.

1948 Austin 16hp saloon de luxe, 8,700 miles, radio; £951.

WARWICK WRIGHT, Ltd., offer:-

1948 Austin 16hp saloon, blue, brown leather.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
CARMO (1929), Ltd.—Austin 16 saloon.

CARMO 1947 model. Perfect condition

CARMO mechanically and in appearance.

CARMO Fitted radio, A.A. and R.A.C. CARMO Inspection welcomed; £769. CARMO, St. John's Wood. Pri. 0141.

CHARLES RICKARDS, Ltd., the house of standing and repute.
1948 Austin 16hp saloon, black, 7,000 miles, one careful owner, heater and radio; £900, 56. Baywaster Rd., W.2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [5502 H948 Austin 16 saloon, black, speedo 8,000 miles, as new. 1936 Austin 16 saloon, easyclean wheels, new batteries, good engine and first-class bodywork; £152

work: £195.
FERRARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2. Glad, 2234, [6100]

A USTIN 16hp, April, 1948, 14.500 miles, perfect condition; £825.—Box 1639.

A dition; £825.—Box 1639. [6308.]

1948 Austin 16hp, black one owner, 12,000 miles; [5408.]

1948 Austin 16 saloon, black brown leather, radio, 1948 Austin 16 saloon, black brown leather, radio, CEORGE NEWMAN & Co., 569. Euston Rd., London, N.W.I. Euston 4466. [5629.]

1948 Austin 16 saloon, black, leather throughout, genine 10,000 miles, one owner; £858, 1948 R.M.V. Radiomobile, exceptional car; £785.

ROBBINS, East Putney. Tel. 4581. [5674]

SO miles (three hundred and eighty).—Austin 16, 1948, sun saloon, black with brown leather, andb., healer; £1,095.

Lambr's, Ltd., Standard House, Southend Rd., Woodford Green, Essex. Tel. Wanstead 0123 (6 lines).

1949 Austin 16, 2,000 miles only, out of covenant; E985.—Hendon Central Car Sales, Ltd., Watford Way, N.W.4. Hendon 1423-4.

1949 (Jan.) Austin 16hp saloon, black, research sutton, Cleeve Hill (Glos.) 95.

1939 Austin Goodwood saloon, exceptional condi-tion, maroon.—Tickford, Ltd., 8 Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [5510

1948 Austin 16 saloon, black-brown leather, one owner, 15,000 miles; £875.—C. A. Peto. Ltd., 42, North Audley 8t., W.1. Mayfair 3051. [5216 £55 deposit or £195 cash, 1937/8 Austin 16 saloon, welcomed; terms quickly arranged; open 9-8 week-days, —C. & 8. Motors, Ltd., Dudden Hill Lane. Neasden. Gladstone 8005-6.

POR sale 1937 Austin 5/XTEEN

FOR sale 1937 Austin 16, £140 recently spent on it, mileage under 2,000 since; £285.—Tel. Southall 2085. 6, Melbury Ave., Southall. Evenings or week.

7900 authenticated miles.—1948 Austin 16 de lure gain.—Llonel H. Pugh, 15-14, Brooks Mews, W 1. May-fair 4433. CORDON CARS (LONDON), Ltd.—1948 Austin 16 G saloon, black/brown leather/cloth, 2,200 miles miles only.—Gordon House, 373, Euston Rd., N.W.I. Euston 6611.

1948 Austin 16 saloon, black with brown leather, heater, low mileage, in exceptional condition; £885.—8. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6.

tion: £885.—S. Morris & Co.. 20-31. Edgware Rd., London, W.2. Tel. Pad. 3075-6.

R. S. CURRIE & Co., Ltd., offer:—1948 Austin 16 asloon black, brown leather. fittee heart of radio, low milesage; £925.—105. Westbourne Grove. 205-205.

\$6.5.—1930 model Austin 16 tourer, new hood and battery, superb runner.—Great Western Motors, Ltd., 6-6. Bishopsbridge Rd., W.2. (Paddington Station). Ambassador 1061-2.

1935. Austin 16. Hertford asloon, just fitted with new engine beautifully kept, original celliplose; £250.—Peter Bantock, 37/39. King St. Parade. Twickenham. Popeagrove 7447.

1949. Austin 16: sl. de luxe, blue, brown leather upholstery, fitted loose covers, spare unused, carefully driven and maintained: £950.—Tanner Broa., £71-5. Pulham Rd., £8. W.6. Renown 4494.

650 [cas.—1946 Austin 16hp asloon, black, blue condition; £250 deposit.—George Clarke (Motors), Ltd., 276-276, Britton Htl., & W.2. Tules Hill 3211. [5837]

1948 [Nov.]. Austin 16hp asloon, black, brown ional condition throughout; £450. Good on where, exceptional condition throughout; £450. See 1989. Very Hertford Crove. Will. Bays. 4274.

825 gns.—Austin 16 (Dec., 1947) de luxe 4-door carefully delayed, beaton, carefully delayed, carefully delayed, beaton, beaton, carefully delayed, carefully delayed, beaton, beaton, carefully delayed, carefully delayed, carefully de

W.11. Bayz. 4274.

8.2.5 gns.—Austin 16 (Dec., 1947) de luxe 4-door owner, small mileage, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

£265.—1957 Austin 16 Goodwood de luxe saloon, anically excellent, having recently had clutch, sear box, engine overhaul costing £85, ideal for hire, ready for immediate use; 5 months' guarantee; hire purchase, eximmediate use; 1 months' guarantee; hire purchase, eximmediate use; 2 months' guarantee; hire purchase, eximmediate use; 3 months' guarantee; hire purchase, eximmediate use; 3 months' guarantee; hire purchase, eximmediate use; 5 months' guarantee; hire purchase, eximmediate use; 5 months' guarantee; hire purchase, eximmediate use; 5 months' guarantee; hire purchase, eximmediate use; 1 months' guarantee; hire purchase, eximmediate use; 2 months' guarantee; hire purchase, eximmediate use; 2 months' guarantee; hire purchase, eximmediate use; 3 months' guarantee; hire purchase, 2 months' gua

changes.

LAMBS OF WOOD GREEN. Caxion Rd., N.22. Bowes
Park 4144.

AND ATLOR & ROOT. Ltd.—1948 Austin 16 saioon black.
Norwen hide upholstery. 2,000 miles. equal to new:
e895: three months quarante. Choice of 250 quality cars:
demonstration free within 100 miles terms available—
25. East Bill. Clapham Junction. S.W.18. Open 9-6 each
week-day including Saturday.

Austin Sixteen Cars Wanted

THE CAR MART, Ltd., wish to purchase Austin 16 cars.—297, Euston Rd., N.W.I. Euston 1212 (0955

POST-WAR Austin 16 required, cash payment.— Morley 54, Streatham Hill, S.W.2. Tulse Hill 4486. ROWLAND SMITH'S, the Austin 15 buyers.— 6041. Hard High St. (Hampstead Tube). Har

GO41.

AUSTIN A70 A A90

AUSTIN A70 Lampahire saloon, 600 miles, free of covenant.—British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem. 3588.

CAR MART, Ltd.

1937 Austin 18 Chalfont 7-seater limousine, re-conditioned: £795.—Car Mart. Ltd. 297, R. C. MCNTLAKE ORDER:—1212.

N. J. MUSTI LEARE UNETE:

1937 Austin 18 Chalfont limousine, division, faceforward seats, new set of tyres: also 187
York 7-passenger saloon, one private owner, immaculate, blue, blue leather,
1938 Windsor saloon, black, maroon leather, one
private owner; 1839 18th Norfolis saloon, one
private owner, beautiful condition throughout; convenient hire-purchase terms.—353, Kensai Rd. 12866
Ladhrike 31 Austin 18 Windson Laddrike 31 (2006)

1939 Austin 18 Windsor (-seater CUY ALFREDS & CO., Ltd., 6-7, Warren 8t., W.1. MEBES & MEBES, Ltd. (est. 1893), offer:-

M EBES & Balles, Ltd. (ept. 1939), other.—

10 27 Austin 18hp Hertford de luxe five-passenger slove, saloon, dark green and black, hide upholstery to match, isck-sell jacks, other extras, whole car in original condition and carefully used since new by one owner, only done moderate mileage, a specimen car in every respect; £465.—The Broadway, Mill Hill. NW.7. Tel, Mil. 2040.

15667

20 20 2000 miles.

SELBORNE (MAYFAIR), Ltd., 62, Park St., W.1.

1939 Austin 18 limousine, face forward occasionals, blue, leather throughout, splendid condition:

E825. C EORGE NEWMAN & Co., 369 Euston Rd., London, CN.W.1. Euston 4466. A USTIN 18 1936 York five-seater; £195.—Anthony Crook Motors, Town End, Caterham Hill, Surrey, 14952.

Tel. 466. [4932]
7 passenger Austin 18, face forward seats, black with green leather, beautiful coachwork, good tyres, MADCOL. MOTORS, 150, West End Lane, N.W.6. [5494]
83 50 —Austin 18 5-seater, mechanically sound, ham. caterham 5675. [5614]
17 5 ditton, 2175—Petchey Car Mire, 758, Referred Rd. 2, 12. Hord 6405.

JA

AUSTIN EIGHTEEN
1938 Austin 18 Norfolk saloon, black, brown
Gray, 20 Hermitage Lane, N.W.2. Speedwell 1242.
[6131

CASS'E MOTOR MART.—1937 Austin 18 Chaifon. timeusine 7-passenger. black brown hide superb condition, £595 written guarantee.—5, Warren St., Euston 4110.

1937 Austin 18 York long chassls salorn, with extra seats, exceptionally fine condition.—
British & Colonial Motors, Ltd., Upper 8t. Martin, Lane, W.C.2, Tem. 5588.

British & Colonial Motors, Ltd., Upper St., Martin's Lane, W.C.2. Tem., 5588.

645 sns.—Austin 18 1958 Windsor 4-door 7-seater face-fot-ward occasionals, one owner, excellent condition; terms, exchanges.—Rowland Smith, below particles, terms, exchanges.—Rowland Smith, below particles, terms, exchanges.—Rowland Smith, below particles, face-forward occasionals, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below partition, face-forward occasionals, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below particles, face-forward occasionals, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below partition, face-forward occasionals, occasionals, carefully used, excellent condition; terms, exchanges.—Rowland Smith, Hampstead Gold, 16058

1935 Austin 18 York 7-seater saloon, blue, blue leather, face forward occasionals, easy-clean wheels with good tyres, excellent condition, taxed, choice of two; E275.—G. Jarvis & Son, Christchurch Rd., Reading, Tel. 81332-5.

Reading. Tel. 81332-3. [6196]

26 25 [11]—A genuine one owner 1938 Austin 187cate of the passenger Windsor, taxed privately (hair rate), carefully used and very well maintained by previous owner, with smart, modern lines, face forward seats, leather upholatery front and rear, large external rear boot, smooth quiet engine, particular, this Austin represents unparalleled value and must appeal to good class hire firm seeking for a genuine one owner example, in exclusive order, first deposit secures.

CAMDEN MOTORS, Lake St., Leighton Burgard, and the control of the contr

day till 9 p.m.

Svense sasters 1938/1939 Saloons, leather throughout,
black excellent tyres, certified mechanically £765.

1 MOUSINES 1938/1939 Iver, partitioned Coachwork.

1 Yeforward, leather throughout, black, superistive condition. £300 Seen:— A.pz & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair. [5990]

### Austin Eighteen Cars Wanted

THE CAR MART, Ltd., wish to purchase Austin 18 cars.—297. Euston Rd., N.W.1. Euston 1212. [0956]

1938 Austin-18 Saloon 5-seater wanted Letters.— Evans, 26. Sunny Hill, Hendon N.W.4. [3398 ROWLAND SMITH'S, the Austin IS buyers.—Hamp-stead High St. (Hampstead Tube). Hampstead [0924]

6041.

1096 - 39 Austin 18hp saloon or limousine; must be first-cleas condition.—Glynn, 134a, Grange Ad., Ramsgate.

7-SEATERS 1937/35/39 also Norfolk saloons required, maximum paid. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941.

10571 18hp 7-seater limousines and asioons wanted, good condition, distance no object.—Green & Zonis 1342. 246-252, Deansgate, Manchester, 5. Fel. Deansgate 3232-6.

CRIPPS OF NOTTINGHAM urgently require all types CRIPPS OF NOTTINGHAM urgently require all types Co., Ltd., the Midlands limousines.—R. Cripps & Co., Ltd., the Midlands limousine specialists. Farliament St., Nottingham. Tel. 44558.

AUSTIN TWENTY

Limousine 1938 Mayfair, partition, 7-forward, black, privately owned, selection—2895. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair.

[589]

### Austin Twenty Cars Wanted

THE CAR MART, Ltd., wish to purchase Austin 20 cars.—297. Euston Rd., N.W.I. Euston 1212. Cors.—297. Euston Rd., N.W.1. Euston 1212. (0957)

ROWLAND SMITH'S, the Austin 20 buyers.—Hamp-stead High St. (Hampstead Tube). Hampstead 6041. (0925)

7-SEATER Limousines 1937/1938-also 28hp-details please. Alpe & Saunders, Providence Court. Grosvenor Square. Mayfair-2941.

AUSTIN TWENTY-EIGHT

7 O gns.—1939 (Sept.) Austin 28hp Ranelagh 7.

10 seater limousline with division, black, beautifully uphoistered and appointed, scarce model at unrepeatable bargain figure; £275 deposit.—George Clarke (&fotors). Ltd., 278. Brixton Hill, 8 W.2. Tules Hill, 8 W.2.

CAR MART, Ltd. A125 and A135

1949 Austin 135 Princess touring limousine, 4,000 miles; £2,250.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. H. A. SAUNDERS, Ltd., offer:-

1949 Austin Princess A135 Vanden Plas saloon de luxe, 2,000 miles only and absolutely as new, manufacturer's permission to sell; £1,950.

1. A. SAUNDERS, Edd, Austin House High Rd., North Pinchely (100 yds north of Tally Ho! Corner), Hillside 200.

Hillside 0024.

A USTIN Sheerline, finished b'ack, as new.—David Robinson, Ltd., St. Peter's St., Bedford. Tel. 4571.

GORDON CARS (LONDON), Ltd.—1948 (January) A ustin Sheerline saloon, grey, 8,000 miles, new condition.—Gordon House, 373, Euston Rd., N.W.1. Euston Edit.

A USTIN Sheerline A125, first registered 5.12.48 metallic grey, immacu.ate, unforeseen circumstance necessitates sale, B.M.T.A. permission; 21.750.—Tel. Robertson, Amherst 5267, cr Barnet 5054 after 6 p.m. and week-ends.

REGIONAL DISTRIBUTORS.

HIRE car and limousine specialists.
SPECIAL offer to hire firms:—

EX-PRIVATELY owned vehicles of all types usually available from £75; self-financed h.p. facilities at WRITE for details and location of cars to

SALES Dept.: 45, South Audley St., London, W.1.

Austin 10 de luxe saloon, one owner, new engine, splendid car; £375.
1939 Austin 10 de luxe saloon, resprayed, over-nauled, immaculate; £355.
1937 Austin 7 Rube saloon, original paintwork numerical luye saloon, original paintwork phoduland by easiers ulre-purchase terms.

KINO'S AUTOS, 725-727. High Rd., Seven Rings.
Tel Seven Kings 3536-7.

TANKARD & SMITH, Ltd., offer the choice of many
Austin Ss, 103, 128 and higher horse-power limousines from their vast stock of over 200 used cars, all
subject to three months' written guarantee.—198, Ring's
Rd., S.W.3. Tel. Flax. 4801-5.

### Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926] C. G. NORMAN & Co.,

A UTHORIZED Austin dealers, are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.I. Victoria 7611-6.

CASH immediately for good Austin.—H. F. Edwards,
15976

28, Upper High St., Epsom 9400.

15976 and 15976

E. L. MENDEL urgently require all Austin models; cash waiting -85. Gt. Portland St.. W.1. Langham

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233.

A USTIN 8, 10, 12 and 16hp saloon, late models wanted urgently for cash.—Rawlings Bros., Ltd., 87, Cromwell Rd., S.W.7. Fro. 8161. 1938/39 Austin 10 or 12 required, must be clean and genuine mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011.

SPIKINS (TWICKENHAM) Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Austins, all models.—Popesgrove 1035.

Austins, all models.—Popesgrove 1035.

URGENTLY wanted, good condition Austin cars.—
199, High Rd, Loughton, Essex. Loughton 4119. [2437]

URGENTLY required, all models Austin cars in really good condition.—Beardmore Service, Ltd., 26, Quensway, Hyde Park, London, W.2. Bayswater [1036-7-8.]

NORMAND, Ltd.

THE best service THE best service only: highly skilled mechanics, with efficient supervision.

NORMAND, Ltd., 405-9, King St., W.6, Riv. 3665.

C. O. NORMAN & Co.,

UTHORIZED Austin dealers.

A UTHORIZED Austin general in stock.—46-52, Vaux-hall Bridge Rd., London, S.W.I. Victoria 7611-4
FOR Austin, mudguards, running boards, 1931-59.—
Brooks, 85, Queens Rd., Brigstion. [0362]
GMITH MOTORS, Ltd., for Austin spares and S. G. SMITH MOTORS, Ltd., for Austin spares and service.—15/19. East Dulwich Rd., 8.E.22. New 120528.

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Austin spares, sales and service.—209, Balham High Rd., S.W.17.

Balmam High Rd., S.W.17.

JUSTIN reconditioned engines and gear box units, also spare parts for all m.dels.—Sands. The Austin People. Burnham. Bucks 84.

RCCKHURST GARAGE.—Harrow agents for Austin; sales service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561.

A USTIN spare parts and unit replacements; London distributors.—The Car Mart. Ltd.. Weish Harp. Edgware Rd.. N.W.9. Hendon 6500. Also 16, Uxbridge Rd.. Ealing, W.5. Ealing 6717.

Rd Ealing, W.S. Ealing, W.S. College of the College

USTIN 7 lates alockists in United Kingdom ex-change outsider blocks, cranksharts, dynamos, direct tributors. A.C. pumps, windscreens, company, direct Austin Big 7 aule shafts in stock; Austin Big 7, 12, 14, 16, 18 spares in stock; postal service.—Northwoods, 47, Newington Causeway, S.E.I. Tel. Hop. 2220, 2856.

### BENTLEY (3% & 4%-litre)

TACK BARCLAY, LIMITED.

ARGEST Official Retailers of Rolls-Royce and Bent-ley: Stock List of used models on request to 12-13, St. George St., Hanover Sq., London, W.1.

BENTLEY (3% & 4%-litre)

OWEN, Ltd.,

OWEN, Ltd.,

ONDON'S leading retailers of Bentley and RollsRoyce cars, offer the following from their carefully
selected stock:—

1948 Bentley Mark VI standard saloon by Bentley
Motors, Ref. H.3668.

1947 Bentley Mark VI 2-door rasor edge sports
saloon by James Young. Ref. H.2003.

Bentley 44', litre sedanca coupe by Gurney
Nutting, Ref. H.2005.

Park Ward, Ref. door sports saloon by
Park Ward, Ref.
Ref. H.3615.

1937 Bentley 44', litre fully rasor edge saloon by
Freestone and Webb. Ref. H.3532.

1937 Bentley 44', litre door saloon by Park
Ward, Ref. H.3615.

1937 Bentley 44', litre sedanca coupe by Park
Ward, Ref. H.3621.

1935 Bentley 34', litre sedanca coupe by H. J.
Bentley 34', litre sedanca coupe by H. J.
Bentley 34', litre sedanca coupe by H. J.
Mulliner. Ref. H.3514.

Lt the above cars are in superiative condition; all
A carry our unique six months' guarantee; full particulars on enquiry quoting make, hp and reference
number to:—

R. OWEN, Ltd.,

PROUD members of the Swain Group.

ROUD members of the Swain Group.

17. Berkeley St., London, W.I. Mayfair 2933 (6 lines).

ROLLS-ROYCE and Bentley repairs carried out with promptitude and efficiency at the Service Depot of L. R. Owen, Ltd., at Swain Corner, North Circular Rd., Brent Cross, Hendon, N.W.4. Tel. Speedwell 1196-7.

HOFFMANN'S of Halifax,
MEANS cars of distinction. 7, Berkeley St., London, W.1. Mayfair 2933 (6

M ark of distinction.

1947 Bentley Mark VI standard sports saloon.

1936 Bentley 4/-litre rasor edge sports saloon by Park Presstons and Webb. Ref. H.3538.

1935 Bentley 3/-litre sports saloon by Park Ward. Ref. H.3591.

A Lt the above cars are in superlative condition; all carry our unique six months' guarantee; full parnumber to:

HOFFMANN'S of Halifax,

DROUD members of the Swain Group

OPEN 8 a.m. to 7 p.m. (week-days).

HOFFMANN'S GARAGE, Ltd., Huddersfield Rd., Halifax, Yorkshire. Tel. Halifax 5944 (10 lines).

CAR MART, Ltd.

1948 Bentley Mark VI steel saloon, 9,000 miles; 83,750.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. J. MARSHALL offers:-

1935 den Plas, excellent condition; £795.

J. MARSHALL, 689, St. Albans Rd., Watford. Tel.
Garston 2569. JACK OLDING, of Mayfair,

OFFICIAL Bentley and Rolls-Royce retailers,

OFFER:-

MARK VI Bentley Standard saloon, finished in black with brown leather upholstery; first registered April, 1948.

MARK VI Bentley Standard saloon, finished in black With maroon leather upholstery; first registered November, 1947.

NARK VI Bentley Standard saloon, finished two with maroon leather upholstery; first property of the prop

MAYFAIR 5242-3-4.

HAROLD RADFORD & Co., Ltd.,

HAROLD RADFORD & Co., Linu,

INVITE you to call and inspect their unique selection
of Bentley cars.

1948 (Dec.) Bentley Mark VI standard steel
asloon, in dual grey, grey leather upholstery.
19,000 miles, maintained by us since new, one owner,
in beautiful condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South
Kensington, S.W.7. Tel. Kensington 6642 (5 lines).

[5721]

CLAND & TABOR, Ltd., offer:-

A 1936 444 Bentley 4-dr. sports saloon by H J. Mulliner black, brown leather, discs. H.M.V. radio, Jackill, one owner; £1.275.

1934 344 Bentley 4-dr. Park Ward saloon black, blue leather, moderate mileage; £850.

A PPLY North Road Garage, Welwyn, Tel. Welwyn, 481.

PHILIP RICKARDS, Ltd., offer:-

1948 Bentley Mark VI saloon, black/beige, 2,300 miles.—4, Brick St., Park Lane, W.1. Gros. [5738]

GUY SALMON AUTOMOBILES, Ltd., offer:-

1947 Bentley Mark VI saloon, 28,000 miles; £3,450.
1936 Bentley 3½-litre, fitted most attractive and unusual drop head coupe by Windover, recently overhauled at cost of £700; £1,295.—Portsmouth Rd., Thames Ditton. Emberbrook 4343.

ARGE stock of 31/2-41/4-Bentley cars for disposal. H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair [0096

RIPPON.

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RIPPON BROS., Ltd.,

ORTHERN Bentley Specialists.

1948 Mark VI standard sports saloon, 10,000 mls.
1947 Mark VI standard sports saloon, immaculate condition.
1939 44-litre with overdrive, fitted special sports saloon by Rippon.
1938 (Sept.) 44-litre, milline.
1934 (first sec. 1935) 34-litre special streamlined sports saloon by Park ward.
1984 For further particulars contact the official Bentley retailers.

R retailers. RIPPON BROS. Ltd. Huddersfield 6340 (5 lines).

MANN EGERTON & CO., Ltd. offer:—

BENTLEY Mark VI 1948 Steel saloon, 18 000 miles; immediate condition throughout.
BENTLEY Mark VI sivel saloon.
BENTLEY Mark VI steel saloon.
1949 modifications and festures, 13,000 miles; grey.
14. Berkeley St., W.I. Regent 2073.

CHARLES FOLLETT, Ltd. accredited Bentley and Rolls-Royce retailers and repairers, offer:—
1948 Mr. VI all-steel salton black, krey leather, one owner, 6,600 miles only, as new; £3,850.

Bentlet Sy-litte 1935 Park Ward standard salton, black beige leather. Acc discs, excellent condition throughout; £1,295.

Berkeley St., W.1. May, 6266,

SERVICE, Works and Stores, 12, Wellesley Av., W.6.

1936 4%-litre Bentley, just comp'eted £500 maker's recellulosing, accept £850.—Chiswick 2725 and 5970.

NEW and secondhand Bentley cars on exhibition at Hooper & Co. (Coachbuilders), Ltd., 54, 8t, James's St., S.W.I. Official retailers for Rolls-Royce and Bentley cars.

£1250 1936 4½-litre Bentley Park Ward saloon, bely agent.—Woking Motors (Maybury Hill), Woking 1928.

1935 31/2-litre Bentley owner-driver saloon by Park Ward; £1,295.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 15784

1935 delivery 34-litre Bentley Thrupp and Maberly sports saloon.—Paddon Bros., Ltd., 60. Cheval Place. South Kensington, S.W.7. (Ken., 16082)

CHEVAL PRACE. South Kensington, S.W.7. Ken. 18471-8.). I Ken. 18471-8.) I Ken. 18471-8.) I Ken. 18471-8.) I Ken. 18471-8.) I Ken. 18471-8. I K

15979.

1 Bentley Vanden Pias drop head foursome fourdoor, first registered 1958, recently reconditioned
and in immaculate condition throughout, H.M.V. radio,
several extras, any trial or inspection, exchanges considered.—Imperial Motor Mart. Cheitenham 2065, 6147

POLLS-BENTLEY 3½-litre, most attractive body,
foursome sports coupe, engine completely overhauded
by Bentley last year, only reason for selling owner taking delivery of new Bentley; £1,250.—R.E.P. Garages,
Ltd., 302-6, King St., Hammersmith, W.6. Riverside
2861-2.

2881-2. Thing 5t., Hammersmith, w.b. treatage 2881-2.

BENTLEY 4½-litre black Park Ward sports saloon. 1937 model, has been little used since a £300 overhaul by Bentley agents: atted radio and many extrastany trial or mechanical inspection invited; full particulars upon application.—Downings (Barnaley), Ltd., Doncaster Rd., Barnaley

£1195.—4½-litre Park Ward 4-dor 1821.

£1195.—4½-litre Park Ward 4-dor 1821.

£1195.—43-dord 1836. black, green leather, Acc. super wheel of the communicated name of the communicated name from and resr, 40,000 miles since complete overhaul at Bentley Motors. Williesden; this car is in excellent mechanical order throughout and of very smart appearance, and up to this week has been in regular daily use by the managing director of a large Birmingham engineering firm; price £1,195.—Hatton Motors, Ltd., Rolls-Royce and Bentley Specialists, 71. Broad St., Birmingham. Tel. Middland 2437 (3 lines).

[3930]

1930 BENTLEY (other than 3½ 4 4½)
1930 4½-litre Bentley open 4-seater; offer around Thame, Oxon. [4717]

Thame, Oxon.

1929 4½-litre ex Le Mans practice team car, reconditioned throughout, 1,000 miles since rebore, new tyres, radiator, gears, carpels, upholistered, chromed, sprayed, absolutely perfect; offers.—Mackay, Courfield, Trowbridge.

1.-litre Bentley, Oct., 1928, Vanden Plas aports 4-12 seater, excellent condition throughout; good hood and all-weather equipment; £295.—Lancaster Motors, 59, Lancaster Motors, 59, Lancaster Motors, 59, Lancaster Gate, W.2. Tel. Ambassador 5127.

Sentley Cars Wanted

OUR demand is urgent.

Owners who have Bentley cars for disposal are communicate with the Swain Group of Communicate with the

M THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.I. Euston 1212. (0958

WANTED, Bentley 31/2- and 41/4-litres, all types of coachwork, any condition, immediate cash settle-J. MARSHALL, 869. St Albans Rd., Watford. Tel. [5758

Garston 2569.

PRIVATE owner is anxious to buy good condition pre-war Rolls-Bentley.—Box 1405.

MANN EGERTON & CO., Ltd., would welcome opportunity to purchase Bentley mark VI models.

14. Berkeley St., W.1. Revent 2073

ROWLAND SMITH'S, the Bentley buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. URGENTLY required, good 3½-litre or 4½-litre, pre-war Bentley.—Hatfield, 154, Gt. Titchfield St., W.1. [5973

BARTLETT is most anxious to purchase sood condition 3% and 4½ Bentleys.—27a, Pembridge Vilias,
W.11. Bayswater 0523,
COMPANY Director wants Mark VI Bentley Standard
Saloon; exterior roughness not detrimental; around
22,950.—7e1. Aidridge (Staffs) 2413. [5468]
WE are open to purchase any type pre-war
Bentley cars complete or otherwise.—Compton, 69,
Westow St., Crystal Palace, S.E.19. Liv. 3862. [7458]
PIPPON BROS., Ltd., the Northern Bentley DIPPON BROS., Ltd., the Northern Bentleys specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines).

BROKLANDS OF BOND STREET, Ltd., have not and used cars in stock, and are always interested to have details of any Bentley cars for disposal.—May-fair 8551/6.

JACK OLDING, Ltd., 8-10, North Audiev St., W.I.,
Jack OLDING, Ltd., 8-10, North Audiev St., W.I.,
Jack Oldis-Royce retailers, are interested in the purchase of Bentiev cars in first-class condition. Mayfair 5242.

CHARLES FOLLETT, Ltd.—Officially appointed recurrence and repairers, buy good late cars.—16, Berkeley St., W.I. May. 6266, Service, works & stores.

—12, Wellesley Ave., W.6, Riv. 1413. [8365]

Bentley Spares and Service

L ARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all types, WORKS.—Lombard Rd., Morden Rd., Merton, 6.W.19. Liberty 7222 (8 lines).

W. M. COUPER, Ltd., Catherine St. St. Albans 4343.

SPARES and service.—The only officially appointed Sentley special retailers and repairers in the county officially appointed retailers and repairers.

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SPARE parts.

SPARE parts.

SERVICE.—12, Wellesley Ave., W.S. Riv. 1413.

8.M.W.

A CLAND & TABOR, Ltd., offer:-

1938 type 55 B.M.W. 2-seater open sports, low mileage, exceptional condition; £575.

A PPLY North Road Garage, Welwyn. Tel. Welwyn (5617)

1938 B.M.W. type 321 4-seater cabriolet, metal-and well-kept appearance, mechanically in first-class condition throughout; extensively overhauled by A.F.N., Ltd., accounts available; £595; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bays. 4274.

B.M.W. Cars Wanted

CASH immediately for good B.M.W.—H. F. Edwards, 28. Upper High St., Epsom 9400. [5982 JOHN S. TRUSCOTT, Ltd., urgently require first-class B.M.W.—173, Westbourne Grove, W.11. Bays.

British Salmson Spares and Service

Complete overhauls, repairs, service and spares for
British Salmson cars.—Raynes Park, London,
8.W.20. Tel. Wimbledon 0185. [0245]

BRISTOL

A.F.N. Ltd.,

JOINT distributors for London, Home and Eastern Counties, also Berkshire, Bedfordshire and Buckinghamshire.

1949 [July] Bristol Type 400 saloon, metallic one owner, mileage II,000; £200 losed, an exceptionally one owner, mileage II,000; £200 losed, an exceptionally fine chassis recently passed by manufacturers; price £1,650.

PURTHER details of the above and other used Bristol cars available for immediate delivery a strictly with have available for immediate delivery a strictly Superleggers saloon or Pinin-Farins (401 chass, with Superleggers saloon or Pinin-Farins cabriolet coachwork built to our order.

SEE our advertisement under New Cars—Bristol; and Farins Ltd., Faloon Works, London Rd., Isleworth, A.F.N., Ltd., Faloon Works, London Rd., Isleworth, A. CLAND & TABOR, Ltd., offer:—

1949 Briatol type 400, 7,000 miles only, radio, heater, etc., indistinguishable from new; A PPLY North Road Garage, Welwyn. Tel. Welwyn 15616 KEVILL, DAVIES & MARCH, Ltd.,
OFFICIAL Bristol retailers,

COUPE 3-litre Bentley or similar vintage car of char-acter.—Box 1634. Gros. 2563.

GUY SALMON AUTOMOBILES, Ltd., offer:-

1949 (August) Bristol type 400, 5,000 miles, abselutely indistinguishable from new; 42,250; B.M.T.A. permission.—Fortsmouth Rd., Thames Ditton.

USED Bristol cars for sale and wanted.—Anthony
Crook, Bristol distributors, Caterham Hill, Surrey,
Tel, 466. CHARLES CRUICESHANK MOTORS, The Centre, Bristol. Tel. 25280. Distributors in the West for Stratol cars.
SEVERAL good used 400 saloons in stock.

UNIVERSITY MOTORS, Ltd., Joint Distributors, London, Home and Eastern Counties; also Berks, Beds and Bucks. MOTORS, Ltd., Stratton House 80, Piccadilly, W.I. Gro. 4141.

1948 Bristol, type 400/83A. in grey, fitted with indistinguishable from new mileage 5,500. Let William British Berkeley Square, W. 100 Grosvenor 253. Mews. Berkeley Square, W. 100 Grosvenor 253.

COTLAND and Northern England—Consult the enthusiasts. All models on view now. Demonstra-tion cars availab'e—James H. Galt. Ltd., The Distribu-tors, S2, Woodlands Rd., Glasgow, C.3. "Phone Douglas 7598.

A.F.N., Ltd., will purchase Bristol Type 400 saloons.—
Faicon Works. London Rd., Isleworth. Middlessex.
Hounslow 0011.

B. ROOKLANDS OF BOND STREET. Ltd., have new
and used cars in stock, and are always interested
to have details of any Bristol cars for disposal.—Maylair
\$851-6.

SS1-6.

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JAMES H. GALT. Ltd., Bristol distributors for Scotland and Northern England.—Works: 71-73. Dobbles Loan, Glasgow. C.4.

Phone Douglas 6638

275 gns.—B.S.A. Scout, 1939, 10hp series 6 sports tyres, ygood condition; terms, exchanges—Rows.asd.

25 gns.—B.S.A. Scout, 1937 (reg. July, 1938) 10hp series 6 sports specified by the specified sports only maroon, sliding head, red leather, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041, [6059] 1946 B.S.A. 12hp 4-door saloon, pre-select gear, £245; terms, exchanges,—Mac. 12. Brambledown Rd., Wallington, Surrey Wallington 6397.

B.S.A. Cars Wanted ROWLAND SMITH'S, the B.S.A. buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

PAYMOND WAY, the hire-purchase specialists, are still buying B.S.A., and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida (Vale 6044 (10 lines).

B.S.A. Spares and Service

B.S.A. Spares and Service

B.S.A. Spares complete stock, wholesale and retail.—161, Gt. Portland St. W.1. [0144]

1939 Type 37 4-door saloon; £985.
TYPE 578c 130 m.p.h. 4-seater tourer; £1,500.

TYPE 35B 2.3-litre supercharged G.P.: £650.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Seng. Continental Cars, Ltd., Portsmouth Rd., Seng. Continental Cars, Cars

Bugatti Cars Wanted

Bugatti Cars Wanted for immediate

B cash.

PRIAN FINGLASS, Bugatti sales and service 2.

Pembridge Mews, W.Il. Bayswater 5951. [5564
TYPE 37 Bugatti wanted, any condition if body original.—C. Arnold E. Homestead Way, Northampton. Tel. 5001. [5401

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55 Netherwood
St., N.W.6. Maida Vale 1331.

CAR MART. Ltd.

1939 Buick 37hp Empire saloon, 18,000 miles; £850 —Car Mart, Ltd., 150, Park Lane, W.1, 15931 BUICK 8-passenger limousine 1933, good condition; £175.—Petchey Car Hire, 739, Romford Rd., E.12. Liford 0405.

1938 Buick Pullman enclosed limousine, 22 miles only, one private owner, indistingu

able from new.

GUY ALFREDS & Co., Ltd. 6-7, Warren St. W.1.

[2425]
[2425]

GUY ALFREDS & Co.. Ltd. 6-7. Warren St. W.I.

Euston 5268.

IMOUSINE. 1937. 37hp 7-seater; £875. 1934 36hp
ditto; £75.—Lawton-Goodman, 36. North Audier
Street, W.. Mayfair 2560.

UICK 1939 Roadmaster 38hp. maroon, cloth, radio,
Burnhead Rd. Glasgorth, superb condition.—Stewart
CASS 1840.

CASS 1850.

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Chase, exchanges.

LAMBS OF WOOD GREEN Caxton Rd., N.22. Bowes
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1939 Buick Albemarle drop head foursome coupe, extremely good condition, outright sale or exchange smaller car.—"Greenways," Lockerley, nr. Romsey. Tel. Lockerley 512,

extremely good condition, outright sale or exchange smaller car.—" Greenways," Lockerley 11.2.

1939 fitted radio, steering column gear control, genuine well-cared-for car in every detail, low milease; equium well-cared-for car in every detail, low milease; 492-6, High Rd., Chiswick. Chiswick 2619, 0558. [5334 1938 (Nov.) Buick type ROM, black, with cloth fitted with unphoistery, just completely receilulosed, fitted with property of the completely receilulosed, fitted with property of the completely receilulosed fitted with property of the control of the complete service Depot, Uxbridge Rd., Southall (Sou. 2355), who will demonstrate on owner's behalf.

SCARCE model.—Really superb Buick Straight 8 Carlton drop head 4-seater coupe with commodious rear locker (first registered February, 1940), luxuriously equipped, steering column gear change, two spare wheels minished in particularly attractive shade of grey with chromium relief and blue leather upholstery, an immaculate and spotless car (elightful performance, thoroughly recommended and offered with written guarantee at 2645; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St., W.I. Langham 0012.

1 MOUSINE 1938 Fisher Double Enclosed 7-passenger, 15957 Langham Chromium spanificent. Alpe & Saunders. Providence Court Grosvenor Square. Mayfair-2941. [5926 CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.I. Langham 0012, [5964 7-SEATERS private Limousines required, cash watting. Alpe & Saunders. Providence Court Grosvenor G

7-SEATERS private Limousines required, cash waiting.
Alpe & Saunders, Providence Court Grosvenor
Square. Mayfair-2941.

1939 / 1947 low-mileage Buick required by Briti & Colonial Motors, Ltd., Upper St. Martir Lane, W.C.2. Tem. 3588.

Lane, W.C.2. Tem. 5588.

SOLE concessionaires, Lendrum & Hartman, Ltd. will purchase used Buick models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0304]

Bulck Spares and Service

Bulck Spares and Service

Bulck sole concessionaires, Lendrum & Hartman,
Ltd., Bulck Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911.

tion, N.W.10. Tel. Elgar 7911.

Gadillae Cars Wanted

Golffe concessionaires, Lendrum & Hartman, Ltd. will

purchase used Cadillae models.—Showrooms: Bulck
House Albemarle St. London, W.1. Regent 7121. 1004

WANTED.—Cadillae S. 12 or 16 cyl. coupe or sedan.

r.h. steering, hody, wines must be good, with or

without engine, runner not essential, about 1938.—Price
and particulars to Moore, Lower Broadheath, Worcester.

Cadiliae Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartm
Ltd., Buick Works, Old Oak Lane, Willesden Ju
tion, N.W 10. Tel. Elgar 7911.

PHILIP RICKARDS, Ltd., effer:-

1947 Chevrolet saloon, black, mileage 11,626, per-fect.—4. Brick St., Park Lane, W.1. Gros. TOE THOMPSON (MOTORS) Ltd., offer:-

MAY 1947 Chevrolet Fleetmaster saloon, colour black, low milesge, R.H.D., fitted heater and radio, immacuiate condition throughout.

JOE THOMPSON (MOTORS). Ldd. 97, Fulham Rd., JOS THOMPSON (MOTORS). Ldd. 97, Fulham Rd., 4858.

CHEVROLET latest streamline saloon, blue, exceptionally good condition, first registered September, 1946.

Offers to:-
ANCEFIELD COACHWORKS, Wrenfield Place, HerIrles St., W.10. Ladbroke 2951-4. [5708

1946 Chevrolet 2-door I.hd. saloon, exceptional condition; £375.—Park Garage (Moissey), Ltd., Hampton Court Way, Moissey, Tel. 4371. [5207]
1945 Chevrolet Fleetline saloon, I.h. drive, 17,000 Upper St. Martin's Lane, W.C.2. Tem. 3588. [5787]

pper 8t. Martin's Lane. W.C.2. Tem. 3588. 15787

1942—first reg. 1949—£10 tax. Chevrolet saloon. Ind. Typer 8t. Martin's Lane. W.C.2. Tem. 3588. 15787

1942—first reg. 1949—£10 tax. Chevrolet saloon. Ind. Typer 8t. Martin's Lane. W.C.2. Tem. 3589. 15786

£545—British & Colonial Motors. Ltd. Upper 8t. Martin's Lane. W.C.2. Tem. 3589. 15786

£545—111—Chevrolet 30hp double enclosed 8-seater face forward seats forming bench-type accommodation for 5 passengers, capacious lugsage stowage in rear boot, and elegant interior furnishings of very finest quality; the mechanical condition leaves nothing to be desired, and the car, which is equipped with independent front wheel suspension, gives an almost unbelievably smooth ride; all tyres practically brand to the sale of the

L AMBS OF WOOD GREEN, Caxton Rd., N.22. Bowes [5163]

Chevrolet Cars Wanted

Distributions for London and Home counties require good Chevrolet cars.—British & Colonial Mojors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588.

Chevrolet Spares and Service

CHEVROLET spares and repairs—for private vehicles only—distributors for London and Home counties.

British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2, Tem. 3588.

JOE THOMPSON (MOTORS), Ltd., offers:-

LATE model Chrysler Crown Imperial limousine. fluid drive, hydraulic transmission under 10,000 miles JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington / xxt to Michelins). Ken 4858.

£275 —1937 Chrysler 24hp 4-door de luxe saloon, black brown hide, very clean, bargain.

Bray MOTORS, 180-184, West End Lane, N.W. 6.

[6174]

1948 chrysler Plymouth de luxe saloon, froster, immaculate, as new throughout, taxed what offers?—Box 1606.

£275—Chrysler 24hp six-seater saloon (1) black with brown leather, one owner, cently overhauled by Chryslers.—Stratstone, Ltd., Berkeley St., W.1. (Mayfair 4404.)

Derkeley St., W.I. (MARYIBIT \*\*CO.)

5 gns. -Chrysler Sept. 1935, 20hp Kew 4-door
saloon, black, brown leather; terms, exchanges;
list; open 9-7 week-days and Saturdays. -Rowland
Smith, Hampstead (Hampstead Tube). Hampstead 6041.

£345 !!!—Chrysier 24hp Wimbledon 5-seaten and real leather uphoistery, commodious and elegantic webicle with splendid engine and tyres; genuine bargain

wehlcle with splendid engine and tyres; genuine bargain at the price.

CAMONN MOTORS, Lake St. Leighton Bursard, CAMONN 2881 and 3115. 30 other American cars in stock: write for 18-page list, condidential hire purchase, part exchanges; cars delivered free any part of the United Kingdom. Open Monday-Friday till 7.30 p.m.

Saturday till 9 p.m.

1927 Chrysler Kingston saloon with radio, numerican convenience of the convenience of

July 1939 Chrysler Royal saloon, black with brown the interior, immaculate condition throushout steering column gearshift and overdrive, new tyres, 100% mechanically; £425.—Conium, 3, Southill Rd., Winton, Bournemouth, Tel. Winton 2063, atter 6 p.m. 16185

£325 — Quick sale (worth £450), super Chrysler Minbleion 24hp saloon, seats six, 1936 late, black-green hide unmarked, twin trumper horns, bumpers, silding roof, easy clean wheels, large rear boot, four new tyres, unused several years, been privately owned, concealed spare wheel, coachwork immaculate; imposing roomy car: fantastically cheap; delivery anywhere.—Reg Taylors, 51, Gt. Hampton St., Birmingham. Northern 4549.

Saturday till 9 p.m.

Chrysler Cars Wanted

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.29

WANTED, 1935-6-7 Chrysler car fitted with g box with an overdrive, must be cheap.—Bri

Tel. Hadlein Essex 58474.

13 9 1947 low-mileage Chrysler required by British & Colonial Motors, Ltd., Upper 8t, Martin's Lane, W.C.2. Tem. 5588.

7-SEATERS 1937/58/39 Royal-Wimbledon-Dodge privately owned Limouslees required. Ajue Providence Court. Grosvenor Square. Mayhair-2941.

CHRYSLER apare parts and engines for all models from stock.—Carmo, St. John's Wood Roundsboot, N. W. The Carmo, N. W. The C

N.W.S. Pri. 0141. [0018]

CHRYSLER, Yorkshire.—Specialised service, wide range of spares in stock.—Premier Motors, Ltd., Somers St., Leeds, 1, Tel. 25137.

CHRYSLER Specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2034.

Balham High Rd., London, S.W.12. Tel. Balham 2234. [036]

1948 Light 15 1.h.d., 11,000 miles; £750.

1947 Light 15 cowled radiator; £755.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send. Surrey. Tel. Ripley 3122/3. [5574]

H. W. MOTORS, Ltd., The Citroen Specialist.

Six-cyLinDer Citroen. At first sight this car would appear to be one of the current models now in production, but in actual fact was first registered in 1940, being one of the very few to be produced in this country at the time. The mileage is 21,000 and the whole general condition quite extraordinary. Paintwork is unmarked and the leather upholstery, roof lining and interior wood-colour black, with red interior and wheels, chromium discs. Lavishly equipped with P.80 headlights, two spotlights and chromium horns. First-class modern radio, many extra instruments. This car must represent, with its terrific performance, allide with comfort and spacious coachwork, extraordinary value at £995.

W. MOTORS, Ltd., Walton-on-Thames 783 and 1437. Citrone 15hp saloon, one owner, fitted wire-

1947 Citroen 15hp saloon, one owner, fitted wire-less; £675. NUTT MOTORS, 43, North Rd., Brighton, 1. Tel. Brighton 5501.

H. W. MOTORS Ltd., the Citroen specialists, offer-1948 Light 15 saloon de luxe, silver grey, red SUPPLIED and maintained by ourselves, the above is completed and commenced part exchange and determine H. W. MOTORS, Ltd., Walton-on-Thames 783 and

A CE SERVICE STATION (LONDON), Ltd., the Cttroen distributors offer:—
1938 maroon, reconditioned by us throughout at a
cost of £130, thoroughly recommended; £400.—North
Circular Rd., Stoneoringe Park, N.W.10, Eigar 5585 (5
1888) 175 gns.—1936 Citroen 15hp 4 cyl., superb condi-tion.—Autosnips, 5, Balham High Rd. Balham [6153]

1509.

1936 12hp Citroen, fixed head coupe, immaculate condition; £285.—H C. Paul, Ldd., 52, Bruton Place, London, W.1. Mayfair 0821-2. [5824]

1947 Citroen saloon, litted sprung steering wheel, chrome hub-caps, nearly new tyres; £725. woking Motors (Maybury Hill), Ldd. Woking 1898. [4138]

Woking Motors (Maybury Hill), Ltd., Woking 1988, 14138 CTTROEN Light 15 4-door de luxe saloon, reconditioned throughout, recellulosed, rechromed, immaculate car; £475.—Moreton Garages, 61. Albert Embankment, S.E.1. Reliance 4016.

1935 Citroen 12ho sunshine saloon, reconditioned throughout, very smart and economical, thousands of miles of reliable motoring still left; £310.—To be seen at Sourcilife Close Garage, Stourcilife St. W.1. Faddington 9228.

W.1. Paddington 9238.

1946 (circon Light 15. new gearbox and frontabsorbers, new feet train, brakes relined, service shock
sheerbers, new feet of spent or overeing broken
server good condition, leather upholstery, new expess,
mileage 35,000,—Offers to E. Pascall (Guildford), Ltd.,
Automobile Engineers, Central Bidgs., North St., Guildford.

ford. [547]

1047 (April) Citroen, genuine French model, right-hand steering, radio and many attractive extras; black with chromium waistline moulding; one owner, maintenance carried out by makers; a really exceptional car. 2765; exchanges, deferred terms.—John S. Truscott, 22d., 175, Westbourne Grove, Will. Bays. 4274.

C. G. NORMAN & Co.,

CITROEN distributors for the County of London

BUYERS of low-mileage Citroen cars.—46-52, Vaux-hall Bridge Rd., London, S.W.1. Victoria 7611-6 E.F.S. MOTORS. Ltd.

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REQUIRE low mileage post-war Citreens.

KINGSTON By-Pass, Esher. Emberbrook 3000.

A CE SERVICE STATION (LONDON), Ltd., DURCHASE for cash all Citroen cars.

DURCHADE IOT CREM BIT CHIVEN URLE.

NORTH CIrcular Rd., Stonebridge Park, N.W.10. Eigar
5585 (5 lines).

CATEHOUSE MOTORS are regular buyers of good
clean Citreon cars.

CATEHOUSE MOTORS, Ltd., Highgate Village, London, N.S. Mountview 4444.

H. W. MOTORS, Ltd., always require first-class
Citroens. Tel. Walton-on-Thames 785 and 1457.

ROWLAND SMITH'S, the Citroen buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. POST-WAR Citroen required, cash payment.
Morley, 54, Streatham Hill, S.W.2. Tulse Hill 44:

RING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Cotley Rd., Leeds. Tel. S2627-8. Grams. Truble.

WIDCOMBE GARAGES, Ltd., Pulieney Rd., Bath 4865.—Citroen spares, reconditioned drive trains. 48-hr. service. 48-hr. service.

CITROEN.—We are distributors for N.W. Kent and
Cispecialise in reconditioning these cars; front drive
assemblies fitted from stock.—Barnehurst Carage, Ltd...
Bexleyheath 725,

Bexleyheath 725.

BOWES ROAD GARAGE & ENGINEERING Co Ltd.

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Bowes Rd. N.11 (Bow 2284), specialists on Ltd.

conditioned 49-In: 100 (1997)

OFFICIAL competition model Compaught, as raced by R. E. Clarke, 4 carburettors, dry supp. racing engine C.R. 9.2/1, total mileage 800 only, car just trimmed and cellulosed British racing green, with fawn leather and green mohair hood and tonneau cover: 21,530, CONTINENTAL CARS, Ltd., Portsmouth Rd., Send. Surrey. Ripley 3122-3.

CAR MART, Ltd. DAIMLER 1940 Daimler 41/2-litre 7-seater limousine by manufacturers;

1939 Daimler 24hp 7-seater limousine by Win-dover, 21,000 miles; £1,195.—Car Mart, Ltd. 320, Euston Rd., N.W.1. Euston 1212. TOM GARNER, Ltd., offer:-

1948 Daimler foursome drop head coupe, grey with red leather, Radiomobile, heater and many extras, 2,500 miles only.

1947 Daimler 2%-litre saloon, blue with blue leather 6,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 3265-6.

DAIMLER 7-passenger limousine, registered 1934, special offer, £110, DRAY MOTORS, 180-184, West End Lane, N.W.6. [6177]

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R. C. MORTLAKE offers:

1937 E.L. series 24hp Daimler limousine, leather throughout privately owned.—253 Kensal 1596 DICKS CAR SALES offer:—

1939 Daimier 18hp sports saloon, superlative condition; £625.

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AIMLER 2½-litre saloon (1948) black with red iesther, 7.500 miles, as new: £1.550.

Diesther, 7.500 miles, as new: £1.550.

Diesther, immaculate; £1.252.

AIMLER 2½-litre saloon (1946), maroon with red leather, immaculate; £1.252.

AIMLER 2½-litre saloon (1946), maroon with red leather, performance and appearance equal to new; £1.125.

Easther, performance and appearance equal to new; £1.125.

DAMLER 35hp limousine (1937) black with cloth, bestifully kept; £1.25.

DAMLER 20hp (1954) limousine, black with cloth, bestifully kept; £1.25.

DAMLER 20hp (1954) limousine, black with cloth, 2 fact forward occasionals, division, discs, in remarkably good c.ndition; £495.

STRAISTONE, 40. Berfeley St., W.1. (Mayfair 4404).

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OFFER the following:—

OFFER the following:-

1937-38 Daimler 17 saloon, easy clean wheels, con-dition perfect; £415.—Cranmore. Tel. 2040 Fotters Bar. [4822

1939 Daimier 4-litre Straight 8, entirely new
1939 Daimier 4-litre Straight 8, entirely new
body designed and built by Alfa-Romeo.
Italy, completed 1949, a most interesting car; £1,250.
CFORGE NEWMAN & Co. 369, Euston Rd., London,
CFORGE NEWMAN &

R. S. MEAD offers Daimle 1938 20th saloon, one owner only, low mileage immaculate condition; £425.—Mead, 42, Queen St., Maidenhead, Tel. Maidenhead 2642. need 2642. [5901]
2 19 5 —1933-4 Daimier 25hp 7-pass. divisioned condition. Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2 (Paddington Station). Ambassador 1061-2. [5585]

Daimier Rd., w.a (Faddington station). Ambassador [5585]

175 ens.—Daimier 15 1935 de luxe 4-door aloon, [5585]

175 ens.—Daimier 15 1935 de luxe 4-door aloon, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowind Smith, Hampstead (Hampstead Tube). Hampstead 6041

DimineEr, about 1933, 25hp, large roomy 7-seater. Description platform type occasional seats, invisible when closed, Bedford cord, car self-charge, box front also seated by the control of t

Daimler Cars Wanted

THE CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 3434. R EQUIRED, Daimler limousines.—J. B. Taneborne.
30, Wilton Row, S.W.I. Sloane 4665. (2569
CASH immediately for good Daimler.—H. F. Edwards,
154, Gt. Titchfield St., W.I. Langham 0012. (5965) Carrier Service Court Service

DAIMLER and Lanchester spares.—Large stock of gaskets, etc., for the Daim'er sleeve valve series.—Allenvilletoria Rise, Clapham S.W.4. Macaulay 4199 and 4874

Delage De foursome Sedanca.

SELBORNE (MAYFAIR), Ltd., 82, Park St., W.1.

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RAPID repairs and parts for Delage.

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HEAD office 82, Park St., W.1.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., London, W.I., Delage specialists; all facilities and pre-war factory trained staff to carry out mechanical, elec-trical and coachwork repairs: large stocks of genuine spares.—Tel. Grosvenor 4141.

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SELBORNE (MAYFAIR), Ltd. (Incorporating Selborne
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SOLE concessionaires for the famous Delahaye cars.
U.S.A. and other overseas enquiries invited.

HEAD office Regional House, 82 Park St., W.1.

P. D.K.W. CARAGES, Ltd., for super reconditioned D.K.W. cars and guarante-d sparce; brand new crankshafts at £30-10; sleeved cylinder blocks, £10/10; band items on exchange basis blus packing, £0: repair them on exchange basis blus packing, £0: repair 242a, St. Michael's St. W. J. Paddination S677. [Oolf 242a, St. Michael's St. W. J. Paddination S677. [Oolf 25] Doogs 4-door salcon, radio and heater, 1h. Motors, Ltd., Upper St. Martin's Lane, W.C.3. Temp. 3588.

January State Country of the Country

High Rd., London, S.W.12 Health 1918 (1982)

1938 Flat 7th 500 convertible coupe, really sound: E225, NUTT MOTORS, 43, North Rd., Brighton, 1, Tel. Brighton 5501.

1938 model 500 reg. 1937 cabriolet, very good engine, sound coachwork, metallic grey. Good tyres, taxed; £195.

1939 Flat 500 4-seater cabriolet, mistletoe green beige leather, reconditioned by us, new S.C. carburettor, another, perfect specimen, due blue, S.U. carburettor, Delco-Remy distributor, chromium head lamps, £305.

arburettor. Delco-Remy distributor. chromium head amps. 308
1940 Flat 1500 drop head coupe celluloid silver. winner coschwork competition Bournemouth 1940 papors. 20,000 miles only, perfect throughout:

1949, approx. 20,000 miles 6850 ERRINGTON'S, the leading Fiat specialist, 159, London Rd., Kingston-on-Thames. Tel. 5621, 6010 Dentification S. tingston-on-Thames. Tel. 5621

1938 Fiat 500 cabriolet, immaculate throughout, granulated; £202; payments.—0.4fde.d. 4, Russell Gdns. Mews, Kensington. Park 7780. [5712]

FOX & NICHOLL. Ltd., have several 500 mcdels. 2-roy and 4-seater, 1939 and 1936, for sale, some competely reconditioned, at reasonable prices.—Kinston By-pass Rd. Detreed Ltd., 1940 model 500 4-seater March 1941 and 1942 and 1942 and 1943 and 1944 and 1944

Below.

Below.

M. tible coupé, black, blue leather, good tyres, excellent condition throughout, 5 months' guarantee mechanically; 255gm.

M. tible coupé, black, blue leather, good tyres, excellent condition throughout, 5 months' guarantee mechanically; 255gm.

M. tible coupé, black, red leather, good tyres, 5 months' guarantee mechanically; 165gm.

Below.

M. AYFAIR GARAGES, Ltd., Below.

M. AYFAIR GARAGES, Ltd., Below through the purchase and Autocar road test report; choice of 12 Flat 500s.

M. AYFAIR GARAGES, Ltd., Balderton Street (opp. MayFaIR GARAGES, Ltd., Balderton Street)

Beltridges clock), Mayfair, W.1. Mayfair 5104-5.

M Selfridges clock), Mayfair, W.1. Mayfair, Street (opp. 29 5 gns.—Fiat 1939 1100cc 4-door pillarless saloon, condition; terms, exchanges; list; open 9-7 week-days and Saturdays—Bowland Oath., Hampstead (Barsan 1930), 1930 24, e-seater saloon convertible, petrol 5-6 miles to galon, reconditioned throughout, rebored. Helite pistons, cranshshaft reground, ends rebushed new clutch, all new synchromesh gears, recellulosed, taxed; bargain £250; not yet run in.—Pitts Cottage. Sydlins, Dorchester, Dorset.

1938 Fiat 1100 (506C) 2-seater coupe, 500 type body, metallic grey; another, similar, blue coupe with H.C. pistons, 4.3 axie; spares include two engines, H.C. piston, Mille Miglia manifold, special manifold with twin S.U.s, dynamo, distributors, front suspension, differential unit, half-shaft, bubs and metallic grey; another, arminess, messes the seater of the seater coupe. Seater coupe such H.C. pistons, 4.3 axie; spares include two engines, H.C. piston, Mille Miglia manifold, special manifold with twin S.U.s, dynamo, distributors, front suspension, differential unit, half-shaft, bubs and messes the seater coupe. Seater coupe seater for the seater coupe. The seater coupe seater coupe. Seater

Fiat Cars Wanted

THE CAR MART. Ltd.. wish to purchase Fiat cars.—
320, Euston Rd.. N.W.1. Euston 1212. [0960

ROWLAND SMITH'S, the Fiat buyers—Hampstead Rubel. Ham 6041 (0833 CASH immediately for good Fiat.—H. F. Edwards, 28. Expoor 2407.

MAYFAIR CARAGES, Ltd. Balderton St. (opposite Striftges). W. Mayfair 3104. Particularly want 500s, 1100s and 1500s for cash. 'Phone or write for buyer to call.

Fiat Spares and Service

Fiat Cangland), Ltd., Water Rd., Wembley, sole
licensees for the United Kingdom, are only source
of genuine Fiat spares and service.—Tel. Perivale 5651.
Grams: Fiat, Wembley.

Grams: Fist, Wembley. [0909]
FIAT 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspensions, dynamos, starters, radiators in exchange: spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159, Lond-n Rd., Kingston 5621-2.

CAR MART. Ltd.

1948 Ford Shp Anglia saloon, 5,000 miles; £585. —Car Mart, Ltd., 150, Park Lane, W.1. Gros-

T. CORYTON, Ltd. (8 h.p.)

1947 Ford Anglia black saloon, one private owner, 12,365 miles recorded, mechanically quaranteed.—139-149, Fulham Rd., S.W.S. Ken. 1410. ISO4C BROWNS for Fords.

1946 (Nov.) Ford Shp Anglia saloon, excellent condition; 360gms.; 5 months' guarantee.—
Brown's Garage, Loughton (Essex) 4119. (Tube.) [5104
PERRY'S of Harrow offer:—

XCELLENT selection of rebuilt 8hp and 10hp saloons available for immediate use, all fully guaranteed. Tel. Harrow 1031/2.—W. Harold Perry, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. (0099 H. A. SAUNDERS, Ltd., offer:—

1948 Ford 8 Anglia saloon, 6,300 miles; £495. 1948 - 9 Ford 8 Anglia saloon, 7,000 miles; £525. H. A. SAUNDERS, Ltd., Austin House, High Rd., Morth Finchley (100 yds north of Tally Ho! Corner), Hillside (002). WEMBLEY COURT MOTORS offer:-

1948 Ford 8 saloon, just out of covenant, fawn, one owner; £495.—High Rd., Wembley Arnold [1887]

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1948 Ford 8hp Anglia saloon, black, 2,300 miles.
1948 (48 type) Ford 8hp Anglia saloon, black, 4,600 miles.
1948 ford 8hp Anglia saloon, black, 15,000 miles.
1948 fixed many extras.
1948 Ford 8hp Anglia saloon, black, 15,00 miles.
1947 Ford 8hp Anglia saloon, black, 15,00 miles.
256 Park Lane, W.1. Regent 4866, 374, Ealing Rd.
256 Alperton, Mdox. Feriyale 3588 and 6 & 12.
25angley Rd, Catford, S.E.S. Hither Green 4821, [5947]

RAYMOND WAY, the hire purchase specialists!

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229gns!—1959 Ford 8 de luxe saloon, immaculate condition.

5 dher Ford 8 trom 99gna.

5 discount for eash customers.

200 cars under £300, all plainly marked with price and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yda and year.

RAYMOND WAY, Canterbury Rd., Kilburn (150 yda Kilburn Park Station, Bakerloo Line). Maida Vale 5044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days) 5573.

1949 Ford 8 halla saloon, 2,700 miles, as new. 1939 ford 8 saloon, recellulosed and in first-class months guarantee. £257KLEWOOD, Ltd., 200-220.

Cricklewood Broadway, N.W. 2 Glad. 2254. [6102]

1947 Class condition and appearance.

1859e

1946 Ford Anglia, black, green leather, first-class condition and appearance. 486-490. Edgware Rd., W. 2. Paddington 052. [559]

1946 Ford Anglia; £365.—Montroe Motors, 955. [559]

1946 Ford Anglia; £365.—Montroe Motors, 955. [559]

200 miles,—1949 model Ford Anglia saloon.—

1946 Epping New Rd., Buckhurst Hill. Buc. 5175, [5814]
200 — miles.—1949 model Ford Anglia salcon.—
British & Colonial Motors. Ltd. Upper St., Martin's Lane. W.C.2. Tem. 5588 [5789]
FORD Anglia, 1946 black, 14,000 miles body and Ford mechanical condition good: approx. £400.—Turner, 41,Audiem Rd., Nantwich, Cheshire. [5555]
A RTHUR E. GOULD, Ltd., 290-292. Regent St., W.I. Langham 1594-5.—1946/8 Ford Anglia salcons low milesge. all guaranteed; also earlier models [5567]
155 Sign.—Ford & salcons 1937, smart, really excel1534 at £15.—0. F. (Balham), Ltd., &c. Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 5149
S.W.12 (100 yds. Clapham South Tube). Batt. 5149

1938 Ford 8 de luxe saloon, black, red leather, 35149 wheel cover, trafficators, clock, works reconditioned engine, new shorters, steering box just ditted, recellulosed, recarpeted, new heed lining, unique opportunity; 2295.

ROBBINS East Putney. Tel. 4581.

Pord Eight Cars Wanted

ROWLAND SMITH'S, the Ford 8 buyers.—Hampstead
High St. (Hampstead Tube). Hampstead 6041.

(9934

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford 8hp cars for cash.—56, Park Lane, London, W.I. Regent 4866.

RAYMOND WAY, the hire-purchase specialists, are available.—Canterbury Rd., Kilbwrn, N.W.6. Maida Vale 6044 (10 lines), FORD (10 R.p.)

HAROLD PERRY, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12.

1948 lohp Ford Prefect saloon, black with red leather upholstery, under 10,000 miles, in immaculate condition; £625.

1948 lohp Ford Prefect saloon, black with leather upholstery, 10,000 miles only, an exceptional car; £615.

1947 10hp Ford Prefect saloon, grey with cloth upholstery, loose covers fitted, very nice car;

1947 upholstery, mode covers fitted, very nice car; E385.
1947 lohp Ford Prefect saloon, black with leather toon; E585 with leather toon; E585 with leather upholstery, 7,000 miles only, perfect condition; E580 with leather upholstery; E480 with leather upholstery; E480 with leather upholstery; E480 with expendition; E580 with leather upholstery; L4,000 miles, in excellent condition; E580 with leather upholstery; L4,000 miles, in excellent condition; E580 with leather upholstery; L4,000 miles, in excellent condition; E580 with leather upholstery; L4,000 miles, in excellent condition; E580 with leather upholstery; L4,000 miles, in excellent condition; E580 with leather upholstery; L4,000 miles, in excellent polymers, and the land with leather upholstery; L540 with leather uphol

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PERRY'S of Harrow offer:

XCELLENT selection of rebuilt 8hp and 10hp
L aslooms available for immediate use, all fully suarantteed. Tel. Harrow 1051/2 — Harrold Perry Ld.,
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1948 Ford Prefect saloon, black with grey cloth, TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 2265-6. [4758

TOM GARNER, Ltd., offer:-

1948 Ford Prefect saloon, black with grey cloth, 3,000 miles only, TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, 15514

A LLAN TAYLOR MOTORS, Ltd., offer:-

1938 10hp Ford 4-door saloon, new engine, excellent condition; £275.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 6431.
[5718

DAGENHAM MOTORS, Ltd., Ford Main Dealers

1948 Ford 10hp Prefect saloon, black, cloth, 3,000 miles.
1948 Ford 10hp Prefect saloon, black, cloth, 3,000 miles.
1948 Ford 10hp Prefect saloon, black, brown hide, 5 Ford 10hp Prefect saloon, black, cloth, 8,000 miles, radio.
1947 Ford 10hp Prefect saloon, black, brown hide, 7 Ford 10hp Prefect saloon, black, brown hide, 5 Ford 10hp Prefect saloon, black, brown hide, 5 Ford 10hp Prefect saloon, black, brown hide, 5 Ford 10hp Prefect saloon, black, 5 Ford 10hp Prefe

1948 Ford 10 Prefect saloon, black, fawn cloth, in new condition throughout; £575.

KENTISH & THOMSON, Ltd., 564-566, Wickham Rd., Shirley, Croydon. Springpark 3477-8. [5809

1939 Ford 10hp 2-door saloon, leather upholstery, new engine just fitted, one owner; £365.

G. W. WILKIN. Ltd. 1, Weston Park, Kingston-on-Thames. Kingston 2241.

£315 -1939 Ford Prefect 10hp 4-door saloon, recently reconditioned, clean condition, bar-BRAY MOTORS, 180-184, West End Lane, N.W.6. [6170

1939 Ford 10hp Prefect saloon, 4 doors, with leather, receilulosed and in first-class order FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234, 14464

£160.—1937 Ford 10 saloon, very good running order, sound throughout; terms and ex-COACHCRAFT, Elm Rd. Evesham. Tel. 6539.

1939 Ford Prefect 2-door, cloth upholstery; £275.
Thame, Oxon. [4719]

FORD Prefect, 1948, 12,000 miles, black cloth uphol-stery: £550.—Pantiles Service Garage, London Rd. Guildford 5326. [6128

160 miles.—1948 Ford Prefect saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

1948 Ford Prefect saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's [579]

A RTHUR E. GOULD, Ltd., 290-292, Regent St., Langham 1594-5.—1946-8 post-war Prefect sald low mileage, all guaranteed.

L. F. DOVE offer 1946 (Nov.) Ford Prefect saloon, one owner, extremely good car; £495.—69, The Broadway, Wimbledon, S.W.19. Liberty 3456. [6000

1948 Ford Prefect 10hp saloon 17.000 miles, spare unused; £550.—L. F. Dove, Ltd., 111-115. Addiscombe Rd., Croydon. Addiscombe 3066. [6178]
1900 miles.—December, 1948 Ford Prefect one from new.—J Davy, 9, Logan Place, Earls Court Rd. Western 648, 5866.

1948 (July) Ford Prefect, black with beige close upholstery; one owner, genuine 12,000 mile 2590.—R. F. Fuggle, Ltd., Bushey Heath, Herts. To 1885

29 5 ans.—1939 Ford 10 Prefect, excellent condition, any trial; choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 3117. [4391

1948 (Nov. 1947) Ford 10 Prefect saloon, colour black with red leather upholstery, taxed December 31st, one owner, mileage 5,850.—A. L. MacVitte, Malvern. Tel. 300.

145 gns.—Ford 10 1936 4-door saloon, grey, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [6663

CHOICE of two Ford 10 Prefect saloons, one December, 1948 as brand new, one 1947, black, one owner, as new.—Seymour & Clements, Ltd. 38 Watford Way, Hendon Central, N.W.4, Hendon 2146. [5205]

ford Way, Hendon Central, Prefect saloon, colour black

1948 (October) Ford 10 Prefect saloon, colour black
with brown leather upholstery, mileage
8,255, tased December 31st, one owner, a selected
R. & M'' car.—A L. MacVitle, Malvern
1630,

1947 Ford Prefect black saloon, cloth uphol-fully used and in excellent condition: £480.—Chalkwell Bay Engineering Co., Ltd., Leigh Rd. Leigh-on-Sas 78554.

1936 4-door Ford 10hp de luxe saloon, recellulosed mats, as near new as possible, guaranteed 5 months: E170; terms, exchanges.—Douglas Gar Sales, 44, Dorset Rd., West Oreen Rd., London, N.15. Also Enfeld.

R OWLAND SMITH'S, the Ford 10 buyers —Hampstead High St. (Hampstead Tube). Ham. 6041. [0035] POST-WAR Ford 10 required cash paymen Morley, 54, Streatham Hill, S.W.2. Tulse Hill 44

1939-48 Ford Prefect 4-door saloon urgently required.—Richard France, Ltd., 254, High Rd, Tottenham, N.15. Sta. 2232.

RAYMOND WAY, the hire-purchase specialists, are still buying Ford 10, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 5044 (10 lines).

WARWICK WRIGHT, Ltd., offer:-

1948 Ford V.8 Pilot saloon, suede green, beige leather, 5,000 miles; £995.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
Mayfair 9761. JOE THOMPSON (MOTORS). Ltd., offers:-

1949 American Ford Customs 8 saloon, grey, immaculate condition
JOE THOMPSON (MOTORS), Ltd. 97, Fulham Rd.
South Kensington (next to Michellas). Ken 4858.
DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1948 Ford 30hp Pilot saloon, blue, blue hide, radio, 1948 5,000 miles.
1948 Ford 30hp Pilot saloon, blue, blue hide, 8,000 miles.
56 Park Lane, W.1. Regent 4866. 374, Ealing Rd., Alperton, Mddx. Ferivale 3388 and 8 & 12. Sangley Rd., Cattord, S.E.S. Hither Green 4631. [5949

Sangley Rd., Catford, S.E.6. Hither Green 4821. [39-98]

1948 Ford Phio: saloon, green with fawn laather,
6,550 miles, one owner, radio, heater, 4885.

AMBS, Ld., Standard House, Southend Rd., Woodford Green, Essex. Tel, Wanstead 0123 (8 lines),
[6140]

dealers.—Box 1570.

1948 (Nov.) Ford Pilot saloon, finished in green lies only, as new; £900.

SAUL & SLATTER, Ltd. 44/46, Aldermans Hill, N.13.
Telephone Pal. Grn. 1205/7173.

1937 —38 Ford V.8 30hp, original paint, new tyres. excellent condition. £250.—The White Swan Bottisham. Cambs. Tel. 293.

1948 (Dec.) Ford Pilot, blue, leather, radio miles; £925.—Campbell Symonds, Wembley £262. [4492]

LATE 1948 Ford Pilot saloon 7,000 black leather, fitted radio hegter, etc.; £950; guaranteed.—Arthur E. Gould, Ltd., 290-2. Regent St. W.I. Langham 1594-5, [5252]

265 gns.—Ford V.8 1938 (reg. Oct., 1942) 22lip.24
265 door saloon, black, brown leather, good tyres, very good condition; terms, exchanges.—Rowland Smith, below.
245 brown leather, very good condition; terms, exchanges list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Has stead of the state of th

A MERICAN V.8 Ford saloon, 1945 (reg. 1949), latest mouth organ front, heater, beige hide upholstery; stand any test or mechanical inspection.—Further details, 8, London Rd., Dunstable. Tel. 421. [5761]

1948 (Dec.) Ford Pilot saloon, blue, leather upholstery, radio, heater, etc.; specimen condition throughout; 2925; exchanges deferred terms.—John 8, Truscott, Ltd., 173, Westbourne Grove, W.11. Begs. 4274.

Ford V.8 Cars Wanted
WANTED good foursome drophead, distance no object,
-11, Apsley Rd., Bristol, 8. [4559] ROWLAND SMITH'S, the Ford V.8 buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

JOHN S. TRUSCOTT, Ltd., urgently require first Ford Pilot.—173, Westbourne Grove, W.11.

DAGENHAM MOTORS, Ltd., main dealers, purchase Ford V.8 cars for cash.—56, Park Lane, London, W.1. Regent 4866, UTILITY-FORD OR OTHER BODIES

1947 Ford 10 Utilecon, Martin Walter, 16,000 miles, excellent condition, taxed; £515.— [5380

FORD Mercury Utility, registered 1946, excellent condition: £475.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466.

1939 Ford Prefect chassis mounted with very attractive wooden utility bodywork, excelent condition throughout, four seats, £350,
PERARIS OF CRICKLEWOOD, Ltd., 200-220,
Cricklewood Broadway, N.W.2 clia, 2234, [5155]

1947 8hp Ford Martin Walter Utilecon, new en-gine in first-class condition; £375.—Birkett Motors, Ltd., 72-74, High Rd., South Woodford, E.16.

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FORD 8 10 and 30hp utilities wanted from 195
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A LWAYS open.
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M THE CAR MART, Ltd., wish to purchase Ford cars.—150, Park Lane, W.1. Grosvenor 3434.

HAROLD PERRY, Ltd., main Ford dealers. Invicts
Works 279, Ballards Lane, North Finchley, N.12
Tel. Hillside 4444.

Cash immediately for good Ford.—H. F. Edwards 154, Gt. Titchfield St., W.1. Langham 0012. [596]

MARSTON MOTOR Co., Ltd., for your Ford. Tel. Sta. 8000. Seven Sisters Rd. Tottenham, N.15.

WANTED.—1946-9 Ford 8hp and 10hp salor Arthur E. Gould, Ltd., 290-2, Regent St., Langham 1594-5

U RGENTLY wanted, good condition Ford cars.— Brown's Garage, 3 minutes Loughton Tube Station, 199 High Rd., Loughton, Essex. Loughton 4119, 12439 ENGLAND'S best buyers of low-mileage Ford cars.— Brady's Motors, 137. London Rd., Romford, and High Rd., Chadwell Heath. Romford 2432 and Seven Kings 8857.

UTON MOTOR Co., Ltd., Ford main dealers, require urgently Ford 8 and 10hp cars and light vans, particularly low mileage and better kept specimens.—Dunstable Rd., Luton, Beds. Luton 3713.

NORMAND, Ltd. THE best service only; highly skilled mechanics, with efficient supervision.

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CORD spares for all models.

TAGENHAM MOTORS, Ltd., 8, Balderton St., Lon. W.1. Regent 4070. 574, Ealing Rd., Alper Wembley, Perivale 3388, And 8, Sangley Rd., Cath S.E.6. Hither Green 4821.

A LLAN TAYLOR (MOTORS), Ltd. H IGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

ARGE stocks of genuine Ford parts. PUTNEY 6431 (4 lines).

FOR Ford mudguards, running boards, 1933/46.— Brooks, 85, Queens Rd., Brighton. [0383]

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A F.N., Ltd., M ANDFACTURERS of Frazer Nash cars (Le Mans Mille Miglia models).

JOINT distributors for Bristol cars (see our advertisement under New Cars—Bristol).

USED Frazer Nash-B.M.W. models available at the moment ingluse:—

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1940 type 335 3%-litre 1.h.d. 4-door saloon, remoment inglude:—

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1936 Frazer Nash-B.M.W. 2-litre saicon, black, attractive, sound order, unrepeatable bargain; £225; must be seen to be appreciated at I ONDON CARS, 2 & 5, Grosvenor Parade, Uxbridge Rd., Ealing Common, W.S. Acorn 1212 | 5058

FRAZER NASH-B.M.W. model 328 2-seater, first regd.
June, 1938. one owner, immaculate condition throughout; £1.000.—Leigh Park Motors, Ltd., Datchet, Bucks. Tel. Datchet 54.

1936 type 55 2-litre 3-carburettor, fitted full 4-throughout, 25mpz; £365.—6, Malvern Rd., Surolton, Surrey. Eimbridge 8665.

495 gns.—Frazer Nash-B.M.W. (June, 1939) 2-litre good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041, [6065]

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FRAZER NASH-B.M.W. type 328, Grand Prix twoseater, definitely the last of this famous car made,
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a car capable of outstanding performance in any sports
acr event and years of trouble-free and rapid road
motoring.

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motoring.

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SOLE distributors in Surrey for Bristol cars.

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BARTLETT always buys Fraser Nash-B.M.W.a.—37a, [1068]

ROWLAND SMITH'S, the Fraser Nash-B.M.W. buyers. [1084]

Hampstead High St. (Hampstead Tube). Ham. [0940]

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SUPERB Healey Roadster coupe, streamlined 2/3-seater, Sinished in silver grey, trimmed in blue leather with grey mohair folding head, this is one of three cars designed and built to a light specification and which are unique, opportunity to own an individual, practical and ranging from country have potential of the preformance anging from country have potential with a performance in motor road travel; offered at 24, 1650 plus Continental motor road road road road road road

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1948 24/2-litre Healey sports two-seater, special body, 2,000 miles only; £1,050.—Timms Motors, Colinette Rd., Putney, S.W.15. Tel. Put. 8667.

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1947 Healey Special streamlined 4-seater 2-dr. saloon Farina style body, 9,000 miles only; A PPLY North Road Garage, Welwyn. Tel. Welwyn 15613 ACK OLDING, of Mayfair, offer:—

HEALEY 2.4-litre roadster, finished in two shades of metallic grey with red leather upholstery; first registered November, 1947; £1,250.

A DLEY House, North Audley St., W.1. Mayfair 5242-5.

ROSE & YOUNG, Ltd., offer Healey 2-seater unrexis-tered, exceptional condition, bargain; £950.—65-69, 8ternhold Ave., Streatham Hill S.W. 2 (1 minute Streat-ham Hill Station). Tulse Hill 6464

BROOKLANDS OF BOND STREET. Ltd., London and Home Counties distributors, have new and used cars in stock, and are always interested to have detailed of any Healey cars for disposal.—Mayfair 353-6 (O26)

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1948 Hillman Minx Phase II drop head coupe.
1,000 miles; £815.
1948 Hillman Minx Phase II saloon, 2,000 miles;
1948 £795.
1947 £664.—Car Mart, Ltd., 320, Euston Rd.,
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EWISHAM Bridge, S.E.13. Tel, Lee Green 0191/0254: ALWAYS have a number of Hillman Minx cars for [5659

WIMBUSH for Hillmans:-

1947 (Aug.) Hillman Minx saloon, Mediterranean blue, quite immaculate, one owner; £575.

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1938 Hillman Minx saloon, just reconditioned: choice of 2, £295.
DICKS CAR SALES, Ldd., 399-401, High Rd. Kilburn, Maida Vale 6885-9.

TOM GARNER, Ltd., offer:-

1948 Hillman Minx drop head coupe, black with 1949 brown leather, 1.300 miles only.
1949 excites Hillman Minx Mark III saloon, black of the with brown upholstery, 4,000 miles, 170M GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars, 9365-6. [5515]

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1949 (Jan.) Hillman 10 salcon, positively as new; 2595. Dicks CAR SALES, Ltd., 399-401, High Rd., Kilburn. Maida Vale 6888-9. [6161]

1948 (August) Hillman Minx Phase II saloon, grey/blue, 11,000 miles, one owner, in first-class condition throughout Minx Phase II saloon, black/blown, 5,500 miles, indistinguishable from

new throughout.

1948 (Nov.) Hillman Minx Phase II drop head
coupe. black/brown, 11,000 miles, in firstclass condition throughout.

HAROLD RADFORD & Co., Ltd., Melton Court, South
HAROLD RADFORD & Co., Etd., Melton Court, South
(5722)

H. A. SAUNDERS, Ltd., offer:-

1948 Hillman Minx Phase II saloon de luxe, 2,000 miles; £785.
1948 Hillman Minx Phase II saloon de luxe, 11,000 miles; £785.
1947 Hillman Minx drop head coupe, 12,000 miles; £615.
1947 Hillman Minx saloon, grey; £615.
1946 Hillman Minx saloon, black; £545.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corner), Hillside 0024.
D. N. WHITE-SPUNNER, Ltd.

B. N. WHITE-SPUNNER, Ltd.

1947 Hillman Minx saloon, black, fitted with recou-ditioned engine, sp endid condition; £585, P. N. WHITE-SYUNER, Ltd., Roote's Group Main Dealers, London Rd., Isleworth. Tel. Houns'ow 2532 and 2554.

PHILIP RICKARDS, Ltd., offer:-

1948 Hillman Minx saloon grey/blue, 8,000 miles, perfect.—4. Brick St., Park Lane, W.I. [5734]

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WARWICK WRIGHT, Ltd., offer:-

1948 Hillman Minx 10hp saloon, grey, blue cloth, 3,000 miles; £725.
1948 Hillman Minx 10hp drop head coupe, black, brown leather, 8,000 miles; £735.
1948 Mark III Hillman Minx 10hp saloon, fawn, fawn cloth and red leather, 5,000 miles; £755.

1948 Hillman Minx 10hp saloon, black, brown cloth, 6,000 miles; £745.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
| Maytair 9761.

WADDINGTON MOTORS, Ltd., offer:-

1946 Hillman Minx saloon, excellent condition throughout; £540.--Fortune Green Rd. 71619

1947 Hillman Minx saloon, in immaculate original condition; £525.

H ILLINGDON MOTORS. 325-7, Long Lane, Western Ave., Hillingdon. Tel. Uxbridge 412. [5819

HILINGDON MOTORS. 325-7. Long Lane. Western Ave. Hillingdon. Tel. Uxbridge 412. [5819]

1947 Hilliman Minx saloon, grey, excellent condition throughout: \$550.

KENTISH & THOMSON, Ltd., 564/566. Wickham Rd., Shirley, Croydon. Springpark 3477/8. [4817]

1948 Phase II Hillman Minx saloon, 12,000 miles, colour black; £695.
CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey, Tel. Ripley 3122/5.

1947 Hillman Minx de luxe saloon, grey with wheel discs and radio: £595.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston-one from the same of the saloon of

1947 (September) Hillman Minx saloon, chromium discs, beautiful condition; 529gns.—Holgate, 4. Banksids, Perry Rd., Teddington. Kingston 7136.

1948 Hillman 10hp saloen, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588.

Lane, W.C.2. Tem. 3588.

HILLMAN 10. 1948. 11.000 miles, radio fitted. fault-less condition: £725.—Pantiles Service Garase, London Rd. Guildford 5326.

1939 Hillman Minx saloon de luxe, excellent car Motor Company, Ltd. walton 200.

[5538 GORDON CARS (LONDON), Ltd.—1947 Hillman 10 saloon, black, 16,000 miles.—Gordon House, 573, Euston Rd., N.W.I. Euston 6611.

1948 Hillman Minx dh. coupe, 5.000 miles.—
Martin's Lane, W.C.2. Tem. 5588.

1040 Hillman Jo saloon: really as new 2015.

1948 Hillman 10 saloon; really as new: £715; see page 26.—Smith & Hunter, 376, Kenaington High St., W.14, Western 2312. 1947 Hillman Minx black saloon, with red up-holstery, 12,000 miles, reconditioned engine, 2,000 miles, radio; nearest £600,—Box 1543. [546]

HILLMAN 10
1948 Hillman Minx Phase 2 salowa se luxe, grey,
4,000 miles; exchanges, terms,—Mac. 12,
Brambledown Rd., Wallington, Surrey, Wallington, 6397,
6518,

1946 Hillman Minx saloon, grey, one owner, very well maintained; £525.—John Wilson Autos Ltd., Sanderstead Rd., South Croydon. Sanderstead

1948 Hillman Minx saloon 8,000 miles only grey, with blue interior, in new condition throughout; £700.—The Warren Motor Co., 353, Euston Rd., N.W.I. Euston 7751.

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-K. Henry Ltd., 63-65. Great Portland St. W.I. Langham 3635 and 3954.

HILLMAN Minx drop head coupe, first registered 1947, colour grey, new hood, small mileage, one owner, immacu.ate condition; £575.—Holdstock Engineering Ltd. Sittingbourne 332.

1947 (March) Hillman Minx drophead coupe, one leather upholstery, genuine mileage, 6,630, taxed December 51st.—A. L. MacVitle, Malvern. Tel. 300. (4569)
1949 model (Dec. 1948) Hillman Minx asloon, finished black, 8,000 miles, in excellent condition throughout; £875.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, 8,W.17. Wim. 5031-2.

1947 model Hillman Minx de luxe saloon. Sert brown upholstery, one only registered over general property of the model of the series of the ser

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HILLMAN 14
1939 Hiliman 14, beautiful appearance, mechanical perfect; £360.—Simpsons Motors, American Car Specialists. Tel. Wembley 3903. [4056]

£345 --1958 Hillman 14 de luxe saloon, bodywork anicallity 10xelelmi, interior leather first-class, mechanicallity 10xelelmi, luterior leather first-class, mechanicallity 10xelelmi, 5 months; guarante ideal for hire or lowing caravan; 5 months; guarante Caxton Rd., N.22. Bowes Park 4144.

RAYMOND WAY, the hire purchase specialists!

99 cms.—1939 Hillman Minx 4-door de luxe sun saloon, super car in every way.

7 cms.—1938 Hillman Minx 4-door de luxe saloon, immaculate condition.

19 cms.—1935 Hillman 20 7-seater ilmousine, face forward seats, etc.

16 cms.—1936 Hillman Minx saloon.

% discount for cash customers. 570 discourse of the control of the

550 gns.—Hiliman 1946 estate utility; exceptional condition, one owner driver.—Box 1632. [6187

TANKARD & SMITH. Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 5 months' written guarantee.—196, King's Rd., S.W.5. Tel. Flax. 4801-3.

NAYLOR & ROOT, Ltd., 1946 Hillman Estate car, grey, brown upholstery, 19,000 miles, immaculate condition; £495.3 months' guarantee, choice of 250 quality cars; demonstrations free within 100 miles; terms available. 25, East Hill, Clapham Junc., S. W.18. Batt. 5272. Open 2-6 each weekday including Saturday, IS835 7-PASSENGER 1937/21hp black Saloon, leather, privately owned, immaculate. £465. Alpe & Saunders, Providence Court, Grosvenor Square. 2941-Mayfair.

Hillman Cars Wanted

ROWLAND SMITH'S, the Hillman buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

M. THE CAR MART, Ltd., wish to purchase Hillman Tears.—320, Euston Rd., N.W.1. Euston 1212.

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BIRMINOHAM.—Lower Temple St. (Central 8411.)
MANCHESTER.—129, Deansgate. (Blackfriars 6677.)
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1938 Hotchkiss grand sports coupe, silver and red, recently completely overhauled.—Portsmouth Rd., Guildford. Tel 62907. [4324

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1936 (first reg. 10.2.38) 3½-litre Hotchkiss, fitted aports saucon body, a very fine car in immaculate condition throughout; 8693.—Clayton's Cars (London). Ltd., 421, High Rd., Finchley, N.12. Tel. Finchley 6221 (3 lines).

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1947 H.R.G. Aerodynamic 1500 sports 2-seater, 1947 with 1948 modifications, 16,000 miles, unused since passed out of manufacturer's works.

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1936 Hudson 26hp open 4-seater, resprayed; Street, Thame, Oxon.

SEPTEMBER 1937 Hudson Terraplane 16.9hp saloon with silding roof, reconditioned engine fitted 1943, also new carburettor and reconditioned starter motor and generator, tyres as new, seen and tried at any time.—A J. Treadwell, 14, Allen Red. R.16.

1938 model Hudson Terraplane 17hp saloon, black, genuine milesage 37,800; immaeulate throughout, new set of tyres, battery; £435.—Harry Nash Motors, £td., 346, King St., Hammersmith. Riverside 2837/8.

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WANTED, good foursome drop head, distance no object.—11, Apsley Rd., Bristol, 8. [4558 CASH immediately for good Hudson.—H. F. Edwards 28. Upper High St., Epsem 9400. SPIKINS (TWICKENHAM), Ltd., the Hudson tributors for Hudson reconditioned engines, sy and service, 35-101, Heath Rd., Twickenham, Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham.

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CAR MART, Ltd. 1948 Humber Snipe 18 saloon, 5,000 miles; £1,150.
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1948 Humber Hawk saloon, steel grey with grey upholstery, fitted radio, discs. loose covers. tog lamp, etc. 11.000 miles.
100 Harner R. Ltd., 10-12, Peter St., Manchester 2, Blackfriars 9265-6, [5516]

WIMBUSH for good Humbers:-

1948 (July) Humber Hawk saloon, black, quite immaculate, £995; also similar 1947 (Mar.). R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. WARWICK WRIGHT, Ltd., offer:-

WARWICK WRIGHT, Ltd., 1981:

1948 Humber Hawk 14hp saloon, granite grey, grey cloth, 6,000 miles; £1,145.

1948 Humber Pullman 27hp Mark II limousine, 1948 black, leather and cloth, 4,000 miles; £1,895.

1948 Humber Super Sipe Mark II 37hp (current model) saloon, gunmetal grey, grey cloth, 6,000 miles; £1,595.

1948 Humber Super Sipe Mark II 37hp (current model) saloon, gunmetal grey, grey cloth, 8,000 miles; £1,145, particle grey, grey cloth, 8,000 miles; £1,250.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.I. [5038]

JACK OLDING, of Mayfair, offer:-

HUMBER Super Snipe saloon, finished in black with brown leather and cloth upholstery; first registered November, 1947: 2995. A UDLEY House, North Audley St., W.I. Mayfair 55425-54

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1946 (September) Humber Snipe 18hp saloon, out, any trial; 2799.
1947 Humber Hawk 14hp saloon, gummetal, indistribution of tinguishable from new, one owner; £875.—High Rd., Wembley, Arnold 5221-2.

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CARMO luxury car at a very attractive

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CARRIS MOTORS Ltd., Lewisham Bridge, S.E.13.
Lee Green 0254.

1948 model, Humber Hawk, black, one owner, as new: £950.
K ENTISH & THOMSON, Ltd., 564/566, Wickham Rd., Shirley, Croydon, Springpark 3477/8. [4818

1939 Humber 21 Snipe saloon, black, in recommended condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220.
Cricklewood Broadway, N.W.2. Glad. 2234 [4466] HUMBER Snipe, black, 1936, ex. condition: £150.—
147, Righ Rd., W.4. Chiswick 0150. (6184

CAMPBELL SYMONDS, Wembley 6262, offer the following three Humber Super Snipes:—

47 (August) Pullman limousine, 10,000 miles, as brand new throughout: £1,750, or near

1946 saloon, dark blue, with radio, 20,000 miles, 1937 claranteed; £775.

846 saloon de ville 6-seater, leather front, cloth rear, with division, laid-up since 1959 total milese 41,000, body design similar to postwar, guaranteed practically as new throughout; bargain, £795.

1948 Humber Pullman limousine by Thrupp & Maberly. current model radio: £1.825.

C EORGE NEWMAN & Co., 369 Euston Rd., London. N.W.I. Euston 4466.

CORDON CARS (LONDON) Ltd.—1948 Humber Hawk saloon, grey, 13,000 miles, radio.—Below. CORDON CARS (LONDON), Ltd.—1948 Humber Ltd.—1948 humber Ltd.—1948 super Single Cordon CARS (LONDON), Ltd.—1948 super Single Cordon CARS (LONDON), Ltd.—1947 Super Single Single Cordon Carlo Ca

1948 Humber Hawk, 12,000 miles; £985.— 9. Logan Place, Earls Court Rd.

530 miles (five hundred and thirty).—Humber Hawk, 1948, steel grey with grey upholstery; £1.195. Ltd., Standard House, Southend Rd., Wood-ford Green, Essex. Tel. Wanstead 0123 (8 lines). [2026]

1947 Humber Super Snipe (27hp), nearly 22,000 miles, chauffeur maintained and driven, unblemished condition.—Box 1605, [592]

1939/40 Humber Imperial saloon, beautiful condi-tion throughout; £425.—Bertram Cowen Hermitage Lane, Streatham. Pol. 2100. [568

1932 Humber 16, engine excellent condition, recently overhauled, full basic available, regd.

March; best offer over £70.—Box 1542. [546] REGISTERED 1947. Humber Super Snipe, perfect condition. 6-seater: £525 -- Progressive Car Sales. Heather Garage, Heather Gardens, N.W.11. Speedwell 0071-2

1948 Humber Super Snipe saloen, finished state grey, excellent condition; £1,200.—The Cathedral Garage, Ltd., Bristol.

catnedral Garage, Ltd., Bristol. [558]
1948 (registered) Humber 27pp chassis fitted with the wooden utility body secellent appearance and mechanical condition, £10 tax; £325.
FERRARIS OF CRICKLEWOOD, Ltd., 200-20.
Cricklewood Broadway, N.W.2. Gla. 2234. [515]
1948 Humber pullman 7-passenger limousine, on age (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371.

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1936 Humber 18, new engine, recent overhault £350 or good offer.—Avon, 59, Abbotts Rd. Tel. Southal 1650, not Sundays.

HUMBER rasor-edge limousine, heating system, dition as new. This car will stand any te mechanical inspection; reg. 1949.—Further detail London Rd., Dunstable. Tel. 421.

R. S. MEAD offers Humber Hawk, first registered Jan. 1, '49, one owner, small mileage, grey, immaculate condition; £1,025.—R. S. Mead, 42, Queen St. Maidenhead. Tel. Maidenhead 2842.

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Ilmousine 7-seater with division, immaculate and
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[2025]

1946 (Nov.) Humber Super Snipe black saloon brown leather upholstery, fitted H.M.V. radio, heater, discs, etc., new condition; 2725; exchanges,—Harold Webb Motors, Ltd., 538-540, High Rd., Illord Tel. Illord 3151.

1949 Humber Super Snipe (ex covenant), a metal grey, grey leather upholstery throut, in showroom condition, mileage 2,455, dispo owing to illness; best offer over £1,500.—R. Willia Novar, Treardur Bay, Anglesey.

1937 Humber 27hp Pullman limousine, owner, carefully maintained, in excele condition throughout, may be seen between 9 and 5 p.m. Mon.-Fri.—Apply, Standard Telephone Cables, Ltd., Oakleigh Rd., New Southgate.

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Ash, wolvermanpens.

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1949 series Humber Super Snipe, finished simond heater, sliding roof, 9.000 miles, a very luxuriously equipped car, in absolutely faultless condition throughout: trade and part exchange: equipped car, in absolutely faultless condition throughout: trade and part exchange: equipries welcomed.—Car Strestham Hill S.W.12 Tulus Hill 4485.

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2645 - Humber 7-passenger double enclosed pure man limousine, in condition rarely encountered on a pre-war car, although a 1938 vehicle bodywork and upholstery, etc., can be compared with most 1947 models, whilst the mechanical condition leaves nothing to be desired, and the purchaser could not wish nothing to be desired, and the purchaser could not wish nothing to be desired, and the purchaser could not wish light yet positive steering, make this vehicle of the desired for the purchase a full seven-seater with face forward occasionals in absolute tip-top condition.

CAMDEN MOTIONS, Lake 8t., Leighton Buzzard. Tell 2591 and 3115. Write for our 18-page post free list copen till 730 p.m. Monday to Friday, till 9. Chamber of the day; cars delivered free to any part of the United Kingdom.

don. [498]
IMOUSINE 1939 Thrupp, partition, black, 7-forward,
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1947 Pullman Limousine, partition, 7-forward,
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1947 model Jaguar 34-litre saloon de luxe, low mileage, immaculate condition; 750gns: 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.)

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1939 2½—litre S.S. Jaguar 100 2-seater, specially prepared and maintained, grey/red, new tyres, 14,790 miles and an exceptional example in every way.

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1939 2½ Jaguar saloon, black, green upholstery, under 30,000 miles, 1948 condition; £485, APLY North Road Garage, Welwyn. Tei, Welwyn. 15618

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1947 (Aug.) Jaguar 2½-litre saloon, 14,000 miles, Bertram Cowen, Hermitage Lane, Streatham. Pol. 2100.

1939 Jaguar 2½-litre salcon, olive green, discs, except of the condition, one owner, mileage 51,000; £450.—Holmes, 76, Herbert Rd., Plumstead, S.E.18, [5872]

1937 Jaguar 1½-litre sports sa'oon, excellent condition; terms, exchanges.—Tulse Hill Motors, Ltd., 26, Tulse Hill, 8.W.2. Tulse Hill 7106.

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CAMDEN MOTORS—Jaguar 14,—litre 14hp saloon, 1939, black, original squares, alegant fawn leather interior, very cuttainding mechanical order, 2445.

CAMDEN MOTORS.—Jaguar 14,—litre 14hp foursome drop of the property wealthy company of the property company of the property

1948 11/2 Jaguar special salcon. suede green. 7.000 miles. immaculate throughout; £1.095.—imperial Motor Mart, Jaguar Distributors. Cheltenham 6146 [6146]

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Essex.

CASS'S MOTOR MART.—1939 Jaguar 1½-litre drop head coupe, golden brown, engine just reconditioned. exceptional. written guarantee.—5, Warren St., W.I. Euston 4110.

CORDON CARS (LONDON), Ltd.—1947 Jaguar 11/c.
Condition.—Gordon House, 375, Euston Rd., N.W.I.
Euston 651.

9000 miles.—1948 (August) Jaguar 3½-litre drop head coupe, birch grey, radio, discr., mascot (trade enquirles only please).—Ernest Sutton, Oleeve Hill (Olos.) 95.

Hill (1003.) 394 Jaguar saloon, black, brown leather 1948 H.M.V. radio. Ace discs. several extras. one careful 'owner, excellent condition; £1.075—Imperial Motor Mart, Jaguar Distributors. Cheltenham 2065.

1948 (October) Jaguar 314-litre drop head coupe, 114, Tottenham Court Rd. W.I. Euston 7505, 2334, 5526. Works and Service Station: Mare St., Hackney, 6007

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TANKARD & SMITH, Ltd., offer 1939 Jaguar 14, 256 alson, in black with brown leather, mechanical condition much above average, coachwork and interior institute. 2485: three months' written guarantee, 2485: three months' written guarantee, also 200 guarantee, 2485. Rd., S.W.3. Tel. Flaxman 4801-2-3.

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MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

POST-WAR Jaguar required, cash payment Morley, 54. Streatham Hill, S.W.2. Tulse Hill 44 SAUL & SLATTER, Ltd., 44/46, Aldermans Hill, 1,16 Main Dealers, urgently require modern Jaguar cars. Telephone Pal. Grn. 1205/7173.

URGENTLY required, low-mileage 1948 Jaguar 11/2-litre saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 912. (4596 Lyndhurst Rd., Christenuren, Irania. 1811. 726: 1726. The BRENTLY wanted, good condition Jaguar cara.—199. Br. & Rd. Loukhton Essex. Loukhton 1119. 1244. URGENTLY required, all models Jaguar cars in really good condition.—Beardmore Service, Ltd. 26. Queensway, Hyde Park, London, W. Bayswater 105-7-8.

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or near offer.—Box 1585. Croydon. offer 1948 [5479]
CENTRAL GARAGE. Croydon offer 1948 Jowett
Bradford de luxe, finished buff. small mileage: £835.
Central Garage. Tel. Croydon 7464. [5602]
JOWETT Javelin (Dec., 1948), under 9,000, just devoted and tuned desert sand, red upholstery, heater, vokes, taxed year, full petrol coupons, immaculate condition; £650, London or S.E. England.—Box 1574, [7482]
Model Jowett flat four 10hp (performance one owner distinguished of the performance one owner distinguished performance one owner distinguished of the performance one owner distinguished of the distinguished of the distinguished one owner distinguished

### Jowett Cars Wanted

OWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham, 6041. [945]
JOWETT Javelin wanted, private buyer; cash transaction; details; low mileage.—Box 1612. [6009]
AYMOND WAY the hire-purchase specialists, are atill buying Jowett, and have unlimited cash available.—Cantebury Rd., Kilburn, N.W.6. Mada Vale 6044 (10 lines).

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JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammeramith Rd., W.6. Riv. 4646. [0415]

MILESTONES (SERVICE GARAGE), Ltd., main agents Jowett Spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath.

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's, Jowett Agency, Harrow 1908. CROYDON.—Godfreys, Ltd., for full Jowett servic and comprehensive range of spares.—228-234, Lon don Rd., Croydon. Cro. 3641.

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KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans; spares and service.—
G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston 2241-2.

A V. MOTORS, Ltd., Park Rd., Teddington, Middlessex, Tel. Kingston 0710.—The Jowett specialists and main agents; over 22 years' Jowett experience; spares and service.

CLAND & TABOR, Ltd., offer:-

1938 Lagonda V.12 sports saloon, speedo, 21.000 miles, black, brown leather; this car is in superb condition throuthour, almost indistinguishable trought. Vorth Road Garage, Welwyn. Tel. Wellwyn. 481.

E175 —1934 Lagonda 20hp 4-door sports saloon, BRAY MOTORS, 180-194, West End Lane, N.W.S. 16173 CASS'S MOTOR MART.—1936 Lagonda 4½-litre four-some drop head coupe, immaculate condition.—5. Warren St., W.1. Euston 3523. [4181

BARTLETT.—Lagonda 12-cylinder short chassis s aloon, just reconditioned by makers, superb dition; £1.350.—27a, Pembridge Villas, W.11. Bayst 0523.

1939 Lagonda 4½-litre saloon, dark maron, one condition throughout; at 530—nursons carage, 1. George St., Redditch. Tel. 17.

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DAVIES MOTORS, Ltd. (managing director 20 years' salon; 1936 44; litter curie; 34;—litter salon; 1936 44; litter curie; 34;—litter salon; 34; litter tourer and many excellent Lagondas in really first-class condition.—273, London Rd., Staines. Tel. 3437-6 or (private) Walton 1862.

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Lagenda Spares and Service

DAYIES MOTORS, Ltd., see our display advert on page 50.

AGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 44-litre and V.12 models; service engines in stock, LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex, Tel. Feltham 2291. 10008

STRATSTONE, Ltd., for Lanchesters. LANCHESTER 14hp saloon (1939), black with blue leather, a most attractive, economical car; £495.

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1937 Lanchester 14hp saloon, black, low mileage,
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[5503

1937 Lanchester Roadrider special saloon by Mulliner, in really exceptional condition: £345.

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26 5 gns.—Lanchester 18 (June, 1937) de luxe 4-door
26 5 saloon, black, sliding head, brown leather, good
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9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6042. (6070

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1939 Lancis Aprilis drop head 4-seater, carefully maintained, any inspection; £595.—225-7, Hammersmith Rd., W.6. Riverside 6677-8. (4179) TOHN S. TRUSCOTT, Ltd.

ANCIA Aprilia cars.

ONLY first-class examples are offered.

EXCHANGES, deferred terms.

TOHN S. TRUSCOTT, Ltd. 173. Westhourne Grove, W.11. Bays. 4274.

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L'Aprilia saloons offers one for sale, specification
1959 with all latest Italian 1949 modifications, including suspension exactly as shown Earls Court;
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Lancia Cars Wanted

ANCIA Aprilia wanted, any year,—T. P. Breen, High
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KEVILL, DAVIES & MARCH, Ltd., will pay highest prices for second-hand Lancia Aprilias.—[1-42, Hays Mews, Berkeley Sq., W.1. Gros. 2565. [0508]

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1948 les-Francis salson, marcon, marcon leather, 5995.

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1949 (August) Lea-Francis 14hp Utility. 3,000
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1934 Lincoln sedanca de ville face forward lincoln sedanca de ville face forward lincoln offered at ridiculous price to close cetate, 2245

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ONE of the rare 170V 14hp Mercedes drop head four some coupe models, black, with red leather up holstery, moderate milease and in outstanding condition £495.—Woking Motors (Maybury Hill), Ltd., Woking 1928.

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1939 - M.G. 12hp 1½-litre open four-seater, this car is in superb mechanical condition and has been maintained throughout in first-class order, in stravelled a low mileage only since new and would be of great interest to anyone requiring a high quality ne-ways car. pre-war car. STAR MOTORS, Shepherds Hill, Reading. Sonning 2345/6. [967] CAR MART, Ltd.

1947 M.G. T.C. 2-seater, 8,000 miles; £535.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor [5937] OVERSEAS CARS, Ltd.

1939 2-litre M.O. saloon, turquoise blue, excellent condition throughout; £325. For other control of the condition throughout; £325. For other control of the condition of the c

AYTONS OF OXFORD, offer:-£350 —M.G. 1938 2-seater, black, excellent throughout, fully guaranteed.

LAYTONS, New Rd., Oxford. Tel. 5581.

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1938 M.G. type T.A. open 2-seater, low mileage, exceptional condition: £315.

APPLY North Road Osrage, Welwyn. Tel. Welwyn [5615] BEARTS of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston, Tel. Kin 3348. M.G. (T.C.), 1947, 12.000 miles, perfect throughout: £550.—Pantiles Service Garage, London Rd. Guild-ford 5526.

1948 supercharged M.G. T.C., genuine mileage, under 5,000; the whole car in superb con-K EVILL-DAVIES & MARCH. Ltd., 41/42. Hay's Mews, Berkeley Square, W.1. Gro. 2563. [5024]

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M. G. asloon, 18hp, 100% condition throughout, 2350
M. overhaul, resprayed, really beautiful car, fast, 1938.—95. Komesdale Rd., Bromley, Kent. [5898]
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1947 M.G. 11/-11/tre salcon, very low mileage 15, Edgware Rd, London, W.2. Tel. Pad. 3075-6, (5376 WALTER SCOTT, Ltd.—1935 Model M.G. P-type 2-seater, black, excellent condition: £245.—39 College Crescent, Swiss Cottage, N.W.3. Primore 5914.

1939 M.G. T.A. 10hp 2-seater sports, uphol immaculate; h.p. terms arranged. Benry, Ltd. 55-55, Great Fortland St., W.I. Lan 5853 and 3884.

5635 and 3854.

M.G. T.A. model d.h. coupe, excellent throughout, recellulosed black; £395; see page 26.—Smith & Hunter, 376, Kensington High St. W.14. Western 2512.

M.G. series T.C., done 7,000 miles, exceptional condition throughout, black with red leather upholistery.—Odeon Motors, Ltd., Barnet, Herts. Tel. Barnet 4100 (private exch.). [2829

49 5 ms.rmer 4100 (private excn.). [2829 49 5 ms.rmer black, green leather, good tyres, small mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

19 5 ms.—M.G. Midget 1934 8 mp. P. 4-seater, duotomic smallers, considering the smaller of the control of th

Rose & Young, Ltd., offer 1948 M.G. 2-seater, red. supercharged, mileage 4,000, very fast; £595.—65-69, Sternhold Ave., Streatham Hill S.W 2 (1 minute Streatham Hill Station). Tulse Hill 6463 [5071

1948 (Nov.) M.G. 1½ saloon, black, beige leather, £800.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel., 912.—[566-4]
1947 (Sept.) T.C. M.G. 2-seater, unused until September 1948, since covered 7,000 miles, black, green leather, quite unmarked and as new; £855.—A.F.N., Ltd., Falcon Works, London Rd., Isleworth Hounslow 0011.

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If YTHE (Kent).—Immaculate 1947 M.G. 7.2.

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leather, Donneau cover, chromium lugrase grid, very full performance: thoroughly recommended and offered with written gusrantee at £550; terms, exchanges.—

H. F. Edwards, Swains Garage, Sesbrook Rd Hythe, Kent. Hythe 67311.

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2395.—M.G. T type 1939 2-seater, in very excellent original condition throughout; many ethers.—Benmotors, 1. Clarendon Rd., Holland Park. London W.I. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds Holland Park Tube.)

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OWLAND SMITH'S, the M.G. buyers.—Hampstead
High St. (Hampstead Tube). Ham. 6041. 10948
CLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—269, Neasden Lane, N.W.10. Gladsone 2088. GATEHOUSE MOTORS are regular buyers of good clean M.G. cars.
GATEHOUSE MOTORS, Ltd.. Highgate Village, London, N.S. Mountview 4444.

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Tyday Aymond Way, the hire purchase specialists are still buying M.G.s and have unlimited cash avallable.—Canterbury Rd. Kilburn. N.W.6. Maida (S661)

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FOR M.O. mudguards, running beards. 1933/46.—

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M.G. spares, vertical drives, rockers, valves, springs, road and steering wheels, chromium tubular luggage grids, aeroscreens, 2-litre M.G. gear box, front aboack axies, road wheels and tyres, whigs and bumpers.—

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full range of M.G. spares always available; we specialise
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MORGAN 4/4 '39 sports 4-str., comp. ovrhid., rebored, etc.; £250.—Beresford, 227, Hign St., S.E.IS. Lee Green 1886.

1939 Morgan drop head coupe, very nice conditions: £505. terms. exchanges.—Withams Motors, 18, Baiham Hill, S.W.12. Batterses 3260, 3769.

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RAYMOND WAY. the hire-purchase specialists, are still buying Morgan, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

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MORGAN 4/4 official spare parts stockist; service and
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MORGANS.—All available spares in stock.—F. H.
Douglass Morran Specialist. 1A. South Ealing. W.S. Eal 0570

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BROWN'S for Morris.

1947 Morris 8hp saloon de luxe, low mileage, lm-maculate condition; 449gns; 5 months' guarantee.—Brown's Garage, Loughton (Essex) 4119, (Tube.)
H. A. SAUNDERS, Ltd., offer:—

1948 Morris 8hp 4-door saloon, 7,000 miles: £595.
1948 Morris Minor saloon, 6 000 miles: £695.
11 A. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0024.
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1938 Morris 8 4-door saloon, black, reconditioned throughout; £285,—407, High Rd., N.12.
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1946 Morris 8 saloon, in first class conditions black and brown leather; £^5.—Tel. Cun. [5855]

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29 grs.—1959 Morris 8, 4-door de luxe sun saloon, immaculate condition.
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20 grs.—1936 Morris 82-seater, resprayed marcon, every attractive car.
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200 cars under £300, all plainly marked with price P00 and year.

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6044 (10 lines). Hours 9 a.m. to 7 p.m. (week-days).

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CHARLES RICKARDS, Ltd., the house of standing and repute.

1948 (July) Morris Shp 4-door salcon, black, with brown leather, one careful owner, genuine mileage 3,100, faultiess: £595.

56, Baywaster Rd., W.2 (next door to Lancaster Gate Tube Station). Tel Paddington 1820.

1940 Morris 8 asloon, very sound, clean and reliable; £290.—Tel. Hampstead 2254, [5856]

TUNE 1393, series E tourer low mileage, immacule; JUNE 1939, series E tourer low mileage, immaculate condition; £295.—Mrs. Curtis, 42, Hillcrest Rd., Purley. Tel. Uplands 8072.

Furley. Tel. Uplands 8072. [604]

1948. November, Morris 8 4-door saloon, black and green, as new, mileage 5,000; £565.—Cranmore. Tel. 2040 Potters Bar.

1948. Morris 8 4-door sun saloon, genuine mileage 5,000 only as new.—Wards of Putney. 72. West Hill. S.W.1.5. Put. 7422. [3796]

1938. Morris 8 4-door, silding head, de luxe saloon, excellent throughout, one owner; £250.—40, Markhouse Rd. £17. Key. 4209. [4645]

Markhouse Rd., E.17. Key. 4209.

MORRIS 8 1946 sunshine saloon, mileage 18.500. perfect: 2425.—To be seen at Stourchife Close Garage, Stourchife Elose Garage, Stourchife St., W.1. Paddinkton 9238.

1948 Morris 8 4-door saloon, black-brown, 5.000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338.

MORRIS 8hp 2-seater Series I saloon, excellent conditions, 2175.—John W. Whalley, London Rd., Bishop's Stortford. Tel. 181 and 182.

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A PIRST class car for reliable motoring at under £200.

A—Morris 8 saloon de luxe (July 1956), in exceptonal condition throughout, any trial or examination.

ARMITAGE MOTORS (WESTMINSTER), 215-219,

Broadway, Wimbledon, and Wilton Mewa, S.W.1.

Liberty 4390.

£485.—1946 Morris 8 saloon one owner, so unused, small mileage new condition Davy. 9. Logan Place, Earls Court Rd. Western 64

1935 Morris 8hp saloon, sun roof, black, black black black black beautifully maintained car; £159 Petersham Garage, Ltd., Petersham Mews, S.W.7. W.

1947 Morris 8 4-door saloon, sun roof, black, brown Birkett Motors, Lid., 634-636, Mile End Rd., Bow, E.S., Advance 1517.

Advance 1517.

1946 Morris 8 black saloon with sunshine roof, one owner only, exceptionally fine condition—K. 65-65, Great Portland St., W 1 Langham 1635 and 3394. 3655 and 3954:

75 gns.—1959 Morris 8 tourer de iuxe, any trial
immaculate condition.—G.P. (Balham). Ltd.,
2015 Balham Hill, S.W.12 (100 vds. Clapham South
Tube). Batt. 3117.

1947 Morris 8 2-door, sliding roof saloon, finished owner; 2460; 3 months' written guarante.—Tankard & Smith, Ltd., 97, Peckham Rd., S.E.15. Rodney 2051.

1939 Morris Shp saloon de luxe, fitted with every conceivable extra including radio, £325.—Vandervell's, 215, Haverstock Hill, N.W.3. Frimrose 4441.

2 4 5 ans.—Morris 8 1937 model tourer, grade tourer, grade exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

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NAYLOR & ROOT, Ltd.—1948 Morris 6 4-door saloon.

late condition: £545: three months rewardner choice of 250 quality cars; demonstrations free within 100 miles: terms available ~25. East Hill. Clapham Junction.

S.W.18. Open 9-6 each week-day including Saturday.

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M THE CAR MART, Ltd., wish to purchase Morris 8 Cars.—150, Park Lane, W.1. Grosvenor 3434.

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JACK ROSE, Ltd., require low-mileage Morris cars.

Jack Rose, Ltd. Stafford Rd., Wallington, Surrey, [7675]

Wallington 6677-8.

PANSTEAD ROAD GARAGE urgently require shpp post-war Morris cars in good condition.—Carshalton, Surrey. Vigitant 3341.

RAYMOND WAY, the hire-purchase specilaists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Malda Vale 6044 (10 lines).

MORRIS TEN

1948 Morris 10hp de luxe saloon, green, 10,000 miles, in excellent condition.

LUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair \$951), and 12, Chelsea Manor St., 8 W 3 (Flaxman \$181).

PHILIP RICKARDS, Ltd., offer:-

1948 Morris 10 salcon, green, 3,900 miles; one wner, as new.—4. Brick St., Park Lane, [5736 WEMBLEY COURT MOTORS offer:-

1938 Morris 10 saloon, black, completely recon-ditioned throughout, receilulosed, in really superb condition; £350.—Righ Rd., Wembley. Arnold 5221-2.

WARWICE WRIGHT, Ltd., offer:-1947 Morris 10hp saloon, black, brown leather, 8675, WARWICK WRIGHT, Ltd., 150, New Bond St., W 1, Mayfair 9761.

W Mayfair 9761.

A LLAN TAYLOR MOTORS, Ltd., offer:—

1939 10hp Morris saloon, recently overhauled:

H 10H St., Wandsworth, S.W.18. Tel, Vandyke 6451, [5356]

A LLAN TAYLOR MOTORS, Ltd., offer:—

1939 10hp Morris 4-door saloon, excellent condition; £395.

HIGH St., Wandsworth, S.W.18 Tel. Vandyke 6451.

1946 Morris 10hp, indistinguishable from new, mechanically perfect, £6450.

HAMILTON MOTORS (LONDON), Ltd., 466-490.

Edgware Rd. W.2. Paddington 0022. [5599]

1948 Morris 10 de luxe saloon, black, 9,000 miles, perfect, £695; another (December) 1947.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., 15001 1946 Morris 10 saloon, black, in perfect condi-tion; £475.—Grove Motors, North Rd. [615] 1947 Morris 10 saloon, in lovely condition; £570,

—Bertram Cowen, Hermitage Lane. Streat[5633]

1947 Morris 10 11.000 miles, radio, as new: £645 Bowen, Hillside Garage Edgware 4464-5

Edgware 4464-5

1947 August, 10 000 ml.es, black, perfect condition; £625, or near offer.—Owner. II. Revell Rd., Eingston (2588) Surrey

1948 (late) Morris 10hp salcon, negligible micage new condition.—Colin Halies Lid., 50k Bourd n St., W.1. Mayfair 2338.

MORRIS 10, S.R. salcon, June. 1947, genuine 14,000 miles carefully used: £575; hire purchase if required; no dealers.—Elmbridge 5735.

1947 Morris 10 salcon de luxe black with brown leather upholstery, in immaculate condition throughout. £595; 5 months' guarantee.—Tankard & Smith, Ltd., 97. Peckham Rd., S.E.15. Rodney 2051.

1939 Morris 10 salcon de luxe finished in blue. mechanically sound and in very good order throughout. £225; 5 months' guarantee.—Tankard & Smith, Ltd., 97. Peckham Rd., S.E.15. Rodney 2034. Smith, Ltd., 97. Peckham Rd., S.E.15. Rodney 2034.

1938 Morris 10 saloon de iuxe finished in blue.
1938 Sound condition and barks n at £229 cash or £69 deposit; open 9-6 week-days.—C. & S. Motors. Ltd., Dudden Hill Lane. Neasden. Gladsten. 5605-6.
1948 (Dec.) Morris 10hp saloon, green, brown hide. 2,000 miles only, new condition throughout; £750; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bays 4274.

10 hp Morris, 1934, best model, one driver, always maintained in good condition, recently completely overhauled and fitted new windows, batteries; excellent buy at £195; drive away and be certain of reliability.—Box 1596.

MORRIS 10 saloon, July 1948, chauffeur kept and one of the following the following the following the following the following the following done a very small mileage, 2660.—Value Cars, Ltd., 562, Upper Richmand Rd., East Sheen, S.W.14.

## East oneen, S.W.19. 525 25 gns.—Morris 10 (Oct., 1946) de luxe 4-door owner, exceptional condition; terms, exchanges; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Kampstead day Tube). Hampstead 6031. Merris Yer Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris 10 cars.—320, Euston Rd., N.W.1. Euston 1212. CATEHOUSE MOTORS are regular buyers of 1998
CATEHOUSE MOTORS are regular buyers of good clean Morris 10 cars.
CATEHOUSE MOTORS. Ltd.. Highgate Village London. No. Mountview 4444.
DOST-WAR MOTES 10 required, cash payment. Morley 54, Streatham H.il. S. W. 2. Tuise Hill 4438.
DOST-WAR MOTES 10 required cash payment. Morley 54, Streatham H.il. S. W. 2. Tuise Hill 4438.
DOWLAND SMITH'S, the Morris 10 buyers -- Hompsteed Tubol 88 services of the St. (Hampsteed Tubol 88 services)

1939 48 Morris 10 saloon urgently required.—ham N.15 Sta. 2232

RAYMOND WAY, the hire purchase specialists are still buying Morris 10 and have unlumited cash available.—Canterbury Rd., Kilbutn N.W.6, Mastda Vale 6044 (10 lines).

Vale 6044 (10 lines). [5663]

MORRIS TWELVE

TOM GARNER, Ltd., offer:—
1949 series Morris Oxford saloon, blue with blue leather 2,000 miles only.

TOM GARNER Ltd., offer:—
1948 Morris Oxford 15.4 saloon, radio heater; 2,6965.

H. A. SAUNDERS, Ltd., offer:—
1948 Morris Oxford 15.4 saloon, radio heater; 2,6965.
H. A. SAUNDERS, Ltd., Austin House, High Rd., North Pinchley (100 yds north of Tally Hol Curner), Hillside 0024.

## GLANFIELD LAWRENCE OFFE:-

1939 Morris 12 saloon, black with brown leather upholstery, new engine recently fitted; 2425.

407. High Rd., N.12. Finchley 0091.

1937 Morris 12 saloon, blue leather upholstery, very good mechanical condition; £285,—407, High Rd., N.12. Pinchley 0091.

245 gns.—Morris 12 1937 Series II de luxe 4-door very good condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (dk. Hampstead for Tube). Hampstead for 16074

Merria Tweive Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead
6041.

RAYMOND WAY, the hire purchase specialists are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines).

MORRIS FOURTEEN

1938 Morris 14 saloon, immaculate condition throughout: £345; terms, exchanges.—
Witham Motors, 18, Balham Hill, S.W.12. Battersea

245 gns.—Morris 14 1937 series II 4-door saloon, condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead Tube). Hampstead 6041.

WEMBLEY COURT MOTORS offer:-

1936 Morris 16 saloon, blue and black, in splendid condition throughout, any trial; bargain, £225.—High Rd., Wembley. Arnold 5231-2. [6]

1949 Morris Six, under maker's guarantee, covenant free, mileage 2,500, black, immaculate; 1,200, or best offer over £1,000.—Parsonson, 68, Emlyn Rd., London, W.12. Tel. Chi. 4659. [5460

MORRIS 12pp 1937 4-seater de luxe saloon, grey with blue leather, genuine 34,000 miles, one owner; Morris 10 1946 Series M de luxe saloon, 18,000 miles, one owner; Series M de luxe saloon, 18,000 miles, OBBINS, East Putney. Tel. 4581.

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' writen guarantes.—196, King's Ed., S.W.J. Tel. Flax. 4801-5. [0376]

MORRIS cars, 8hp and 10hp, 1947 and 1948 moue.s, you fin lice condition, always available; ask us to send you full particulars.—Maudes of Norwich, Ltd. (Morris distributors), 106-110, Prince of Wales Rd., Norwich 20541.

### Merris Miscellaneous Cars Wanted

 $\widetilde{\mathbf{R}}$  OWLAND SMITH'S, the Morris buyers.—Hampstead Righ St. (Hampstead Tube). Ham. 6041. [0979 SELL your Morris to us, good cars urgently wanted all models.—Offord, 67. George St., W.1. Wel 6899. JACK OLDING, Ltd., 8-10, North Audley St., Morris retailers, require cars in first-class dition. Mayfair 5242. Grikine (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Morrises, all models.—Popesgrove 1035. URGENTLY wanted, good condition Morris cars.—
Brown's Garage, 3 minutes Loughton Tube Station,
199, High Rd., Loughton, Essex. Loughton 4119. | 1932

Morris Spares and Service
FOR Morris mudguards, running boards, 1930/46.—
Brooks 85, Queens Rd., Brighton. (0384

ARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. (2006)

1938-9 Nash 22hp, freewheel, overdrive, heater, excellent condition; £395.—Sandrock Garage, Winchelsea, Sussex. Winchelsea 312. [6024]

DISTRIBUTORS (RAWLENCE), Ltd., Sales Service and Spares, Blindley Heath Garage, Nr. Lingfield, Surrey. Tel. Lingfield 530-1.

Opel Cars Wanted

Bray MOTORS purchase Opel and other makes.—180.
West End Lane, N.W.6. Ham. 6490. [1574] ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980] PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237. Brixton Hill, S.W.2. Tul. 3664.

Opel Spares and Service

PRIDE & CLARKE, Ltd., new brake and clutch
linings, valves, springs, piston rings, fibre timing
wheels; quotations.—158, Stockwell Rd., S.W.9. Bri.
[0733]

MAYNER MOTORS, Ltd., distributors; Opel spare Mparts and reconditioned engine service.—Woodside Rd., Southbourne, Bournemouth. Tel. Southbourne 327 and 160 [4477]

CAR MART, Ltd. PACKARD

1939 Pacsard Super 8 7-seater limousine, 5,000 miles; £1,795.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

R. C. MORTLAKE offers:-

1937 Packard Super 8 7-pasenser Pullman Ilmou-sine, small millesge, black, immaculate.— 253. Kensal Rd., W.10. Ladbroke 3185. JOE THOMPSON (MOTORS), Ltd., offers:—

1939 sedanca de ville 32.5hp Super 8 de luxe.
outstanding ch. Packard Super 8 de luxe limousine,
1938-9 privately owned.
JOE THOMPSON (MOTORS). Ltd.. 97, Fulham Rd..
South Kensington (next to Michelins). Ken. 4858.

1939 Packard limousine, 42,000 miles, practically GUY ALFREDS & CO., Ltd., 6-7, Warren St., W.1. 75831 1936 Packard limousine, privately owned, exceptional condition, GUY ALFREDS & CO., Ltd., 6-7, Warren St., W.1. 5832

1936 Packard 27hp saloon, in immaculate condi-tion throughout; at special clearance price.

179gns.

J. WILLIAMS MOTORS, 169, Priory Rd., Hornsey.
Mountview 5228-5774.

1939 Packard 7-Seater limousine, 15,000 miles
only.—A.towork, Ltd., Winchester. Tel.
4773 PACKARD saloon car, fitted Perkins P.6 diesel en-gine; partics., photo.—Chamberlain Industries, Ltd. Tel. Ley. 6636.

1937 Packard 26hp saloon, black, green leather, exceptional condition; £395.—Worters, Windsor St., Chertsey. Tel. 2164.

DACKARD 12-cylinder 7-seater coachbullt convertible condition as new; £700.—Box 1631, 1939, one owner. condition as new; £700.—Box 1631, 1939, one owner. 1638, 1937, Packard Super 8 imousine, reconditioned throughout, stored 5 years, really nice car; £715.—The White Swan, Bottisham, Cambs. Tel. 259, 1939, Packard Super 8 impuring one principles (523).

1937 Packard Super 8 limousine, one private owner since new, total mileage 49,000; £795.—
Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049

1936 Packard super 8 limousine, one owner, 60,000 miles, in perfect condition; £755-L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon.

1937 Packard 8 saloon, in excellent condition; Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520.

CENTRAL GARAGE, Croydon, effer 1938 Packard 120 drop head coupe, black, fawn hide upholstery, fitted P100 head lamps, demisters, radio; £585.—Central Garage, Tel. Croydon 7464.

Garage. Tel. Croydon 7484.

1938 Packard S.-cyl. drop head foursome coupe.
condition immaculate.—Dixon's Garage. 134. West Hill.
Putney, 8.W.15. Putney 0396.

1254

7 Th (V.12) 1949 Packard saloon, with division, late
property of famous nobleman, only run 14,000
mles.—British & Colonial Motors, Ltd., Upper St.
Martin's Lane, W.C.2. Tem. 3588.

395 gms.—Packard 8, 1937 model, 34hp 2/4-seater can be convertible coupe, gunmetal, grey leather, radio, heater, unworn tyres, very carefully used, exceptional condition: terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

Cash immediately for good Packard.—H. F. Edwards, 154, Gt. Titchheld St., W.I. Langham 6012, 15968
R. Wiland Shuthis, the Packard buyers.—Hampsteed Tube). Ham 601681

SEATERS private Limousines required, cash waiting.

Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

Square. Maylair-2941. [337]

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins).

S. Kensington. Kensington 4859. [508]

EONARD WILLIAMS & Co. (1940), Ltd. (1962), cessionaires), require good, low-mileage Packard candidate and the company of the compan

Packard Spares and Service

EONARD WILLIAMS & Co. (1940). Ltd., sole
Packard concessionalres, Great West Rd., Brentford,
Middlesex. Tel. Ealing 3400. Ltd., Fackard special,
ists. 97, Fulham Rd. (next door to Michellins).
S. Kensington. Kensington 4858.

1939 Pontiac 6 salcon, excellent condition—
PSPS British & Colonial Motors, Ltd., Upper St.
Martin's Lane, W.C.2. Tem. 3588.

OFFERS wanted for 1936 series Pontiac Silver Streak saloon, in very nice condition.—York, Ward & Rowlatt, Ltd., tel. Wellingborough 2403/4. [5622

1939 Pontiac drop head coupe, maroon, steering column gear change, bargain; £375.—Albemarle Motors, Ltd., Crown Garage, Albany St. (adj. barracks), N.W.1. Tel. Euston 6507 and 1520.

JUST covenant free, post-war 1947/48 Pontiac four-door saloon, maroon, de luxe equipment, loose covers, radio, heater, right-hand drive 10,000 miles only, absolutely as new, a dream to drive; best offer over £2,000.—Rowley Manor, Old Buckenham, Norfolk, Tel. New Buckenham 212.

COOPERS GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 3546, are the sole concessionaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars.

Racing cars.

XCELLENT opportunity to obtain 500cc racing of a freasonable price, 1948 Marwyn with '49 mode, 5-stud Speedway J.A.P. just rebuilt by works, 42 hp 4-speed Burman, alloy wheels 15in Dunlops; complete range of sprockets; Dunloplid upholatery; Shelsiey 47sec; £275 or exchange small sports car.—Sparrowe, Northbourne 303 Bournemouth.

A MILCAR 6-cyl. V. J. Hern offers his well-known exFinen sports-cum-racing car for sale, car maintained by Owen Finch, just checked over by him and
ready for next season's competitions, full sports and
racing equipment, whole in superb order; nearest offer
to £750; consider exchange modern salcon.—Hern. South
Croydon Motors, 444/6/8, Brighton Rd., South Croydon
Uplands 8629.

croydon Motors, 444/6/8, Brighton Rd., South Croydon Uplands 8629

RAILTON

2995 ports saloon, faultiess runner, clean condition, unworn tyres, bargain.

Bray Motores, 180-184, West End Lane, N.W.s. Bayshes, Control of the Control

ton 1632.

1938 (March) Railton Straight 8 4-door as aliding roof and commodious rear loc finished black with chromium relief and brown upholstery, luxuriously equipped, fog and pass in metal spare wheel cover, front and rear bumpers, full interior equipment, an immaculate and spotless of most imposins appearance with delightful perfance; thoroughly recommended and offered with wire guarantee at £465; exchanges, terms.—H. F. Edws 154, Gt. Titchfield St., W.I. Langham 0012.

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards.
28. Upper High St., Epsom 9400. [5980]

RENAULT CARS. SPARE PARTS. REPAIRS & SERVICE.—Renault. Ltd... Western Ave... Acton. W.3 Acorn 465&.
WEMBLEY COURT MOTORS offer:—

Renault 17hp saloon, black, leather upholestery, in first class condition throughout, exceptional bargain; £295.—High Rd., Wembley, Arnold 5221-2.

PENAULTS.—The following cars, with others, carry our usual guarantee service. Est. 1909.

PENAULT 12hp 1937-8 saloon, black; £225.

RENAULT 8hp saloon, 1940, reconditioned; £325.

WELHAMS RENAULT SALES & SERVICE, Surbiton [0126]

1938 Renault 12hp drop head coupe with dickey, appearance, mechanically perfect; nearest £225.—Derewent 2681.

1949 (April) Renault Shp 4-door de luxe saloo new; £595; B.M.T.A. consent.—Gibsons Sports Ca (Christchurch), Ltd., Lyndhurst Rd., Christchur Hants, Tel. 912.

Renault Cars Wanted

Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

[1082]

WELHAM'S RENAULT SALES SERVICE purchase models.—Surbiton Hill Rd., Surbiton. Elmbri. 1873.

BROWNS for Riley. RILEY

1948 series Riley 2½-litre sports saloon de luxe, and heater, immaculate condition low mileage; 1,125gns; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119 (tube). TOM GARNER, Ltd., offer:-

1949 series Riley 114-litre saloon, black with brown leather 6,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 3265-6.

1948 Riley 1½-litre, fitted with utility body, 1948 10,000 miles only; £775.

N. WHITE-SPUNNER, Ltd., Roote's Group Main Dealers, London Rd., Isleworth, Tel. Hounslow 2552 and 2554.

GLANFIELD LAWRENCE offers:

1938 Riley 9 saloon, black, exceptional condition throughout; £385.—407, High Rd., N.12. [6116

Philip Rickards, Ltd., effer:— PHILIP RICKARDS, Ltd., effer:— 1948 2½-litre Riley saloon, black, 5,000 miles.— 4, Brick St., Park Lane, W.l. Gros. 4772.7, 15735

WARWICK WRIGHT, Ltd., offer:-1948 Riley 2½-litre saloon, black, fawn cloth, 7,000 miles: £1,495.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
[5041

GUY SALMON AUTOMOBILES, Ltd., offer:-

1946 (Sept.) Riley 1½-litre saloon, good condi-tion; £795. 1947 Riley 2½-litre saloon, nominal mileage, im-maculate; £1.075.—Portsmouth Rd., Thames Ditton. Emberbrook 4345.

SUSSEX specialists for reconditioned Riley cars: re-pairs, spares.—Lewes Motors, Ltd., Lewes. BEARTS, of Kingston, Riley specialists, sales, spares, repairs,—102, London Rd. Kingston, Kingston 3348.

£895.—1946 (Dec.) 2½-litre Riley sa'oon, black and red leather, radio, a good sound fast car; R. C. WIMBUSH, Ltd., 312, Earls Court Rd., 8, W.5. [74810]

F

RILEY

PERFORMANCE CARS, of 21, Dalcham Mews, Belsise
Lane, N.W.3 (Ham. 2707), offer with 3 months'
withten guarantee:

9 1934 Riley 9 saloons, at £165, £125, and £120; 1932

Pelley 9 Saloon, £85; 1939 Riley 9 saloon, £65;
1932 Riley 9 open 4-seater, £110; 1932 Riley 9 Ascot
drop head coupe, £150. See also sports car column.

15348

139 good, b.dy fair.—Autosnips, 5, Balham High Rd. Balham 1509. Rd. Hallman 1509.

RILEY Kestrel special series 1935 12hp 6-cyl grey saloon, red leather, 4 new tyres, recellulosed, overhauled; £375.—Box 1602.

2.29 5 "III-Riley Adelphi saloon, 1937, in very good unique and unrepeatable bargain.

CAMDEN MOTORS, Lake St., Leighton Bussard, Tel. 2581 and 3115.

CAMDEN MOTORS, Lare St., Lengthon (S774)
Tel. 2831 and 3115.

5000 miles.—1949 (Nov., '48) Riley 2½—litre saloon, ō.ack (trade enquiries only p.ease).
—Ernest Sutton, Cleeve Hill (Glos.) 95.

1948 Riley 1½—litre saloon, green, with green pobsons 'i.d., Ri.ey Agents, Staines, Middx. Tel. 801.

1947 (Aug.) Riley 2½—litre saloon, black, brondlen, £1,00.—Scott Mason, 45s, Calthorpe Rd., Birmingham, 15.

ham, 15.

4974 5 gns.—Riley Imp 1935 9hp super sports 2-seater, good tyres, excellent condition; terms, exchanges.—Row-and Smith, be.ow. 1947 (reg. Feb., 1948) 114-litre 80.

40 19 gns.—Riley Brake, 4-door 5-seater coachbuilt matural times body, wings and bonned finished duotone fawn, g.ass all round, drop tail board, 12 sq ft interior luggage space, small mineage, very carefully used, practically new condition; terms, exchanges.—Rowland Smith, below the sidning head, carefully used, practically new condition; terms, exchanges.—Rowland Smith, below the sidning head, leather upholstery, excellent condition; terms, exchanges; list: open 9-7 week-days and Saturdays.—Row.and Smith, Hampstead (Hampstead Gull.) [6077]

1948 11/2-litre, biack, red trimming, one owner, £1,050.—Rex Neate, Ehamblehurst Lane, Botley, Southampton. Tel. Botley 132. [4675

ampton. Tel. Botley 1352.

CRDD.N. CARE, Sammoon, fawn cloth, 1.500 miles on the saloon, marcon, fawn cloth, 1.500 miles on the saloon on the saloon fad, N.W.I. Euston 6611.

Ruston Rd., N.W.I. Euston 6611.

Ruston Rd., N.W.I. Euston 6611.

Richt 1940 2¼-litre drop head coups Customer black, one careful owner, stored during war years, good condition, engine recently overhauled; £600.—17, High St., Chelmsford. (Tel. Chelm. 3426-7.)

E. 2.2.5 or by instalments, Riley 12hp 4 cyl. stream-souths, written guarantee. £225.—Shuart Wilton, 353. Finchley Rd., London, N.W.S. Hampstead 6552. (5165).

Hendon Central, N.W.4. Hendon 2146. [5204]

Scarce model, 1937 series Riley 1½-litre Kestrei Sprite saloon, finished black, green leather interior, very fully equipped, Scintilla Vertex, twin carburettors, etc.; fitted excellent radio set, an immaculate and most attractive car; thoroughly recommended and offered with written guarantee; exchanges, terms.—H. F. Edwards, 154, Gt. Titchfield St. W.I. Langham Ool. [5365]

194 S. (Sept.), Riley 1½-litre saloon, black, all-154, Gt. Titchfield St. W.I. Langham Ool. [5365]

195 J. (Sept.), Riley 1½-litre saloon, black, all-150, on miles, parfect, 5000; 1947 (A-will Riley 2½-litre saloon, black, green leather, 12.000 miles, as new, £1.065.—[1.060.—Glbsons Sports Cars (Christchurch), Ltd. Lyndhurst Rd., Christchurch, Hants. Tel. 912. [5665]

194 S. Riley 2½-litre saloon, black, brown interior, 15.000 miles, as new, unmarked inside or out, with many extras (heating, demisting, loose covers, radio equipment, etc.), full petrol, 3 months' guarantee; £1,250 or near; would consider; 1947 Ford 8 (or equal) in part exchange.—Woffenden & Co. Engineers. Cabot House, Clitton Down Road, Bristol, 8. Tel. 57909 or (evening) 53117.

miles only, new 2½-litre Riley Roadster, three-

55117. miles only, new 24-litre Riley Roadster, three-road, red with beize upholstery, H.M.V. radio, A.C. heater, owing to unexpected circumstances, owner has permission to sell at list price only, plus 10% dealers handling charge, total £1,350, immediate delivery; counting accessories this means getting a new car for only £50 above list price—a rare opportunity; new owner will be required to sign the balance of coveniant—10 months.

Element 301. Blister Cara Watted

Riley Cars Wanted

M THE CAR MART, Ltd., wish to purchase Riley Cars.—150, Park Lane, W.1. Grosvenor 3434.

NowLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0993]
CASH paid for Riley 9 saloon.—Abbey Autos, Palmers [5903]

URGENTLY required, good pre-war Riley.—Hatfield 154, Gt. Titchfield St., W.I. Langham 0012, [5969] BLAKES, Riley distributors, will purchase any non-Covenant Riley cars.—110. Bold St., Liverpool, 1. Tel. Royal 6622. [7735

JACK ROSE, Ltd. require low mileage Riley cars.-Jack Rose, Ltd., Stafford Rd., Wallington. Surrey Wallington 6677-8.

RILEY 9 wanted, 4-door saloon body complete.

Monaco: will buy complete chassis.—Worsell
James Rd. Sevencaks.

Riley Cars Wanted

RGENTLY wanted, low mileage, post war 1½- or 2½litre Riley — John Wilson Autos, Ltd., Sanderstead
Rd., South Croydon. Sanderstead 4260. [5346]

Boon & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.— Casteinau, Barnes, S.W.13. Riverside 4444, By Hammersmith Bridge. PERFORMANCE CARS, 21. Daleham Mews. N.W.3 (Ham 8707).—Service. spares, repairs, tuning.

FOR Riley service consult the Riley specialist.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961).

HARTLEY'S for Rileys, spares and service.—165-171. Stanstead Rd., Forest Hill, S.E.25. Forest Hill 2244-5.

244-5.

RILEY service station; comprehensive stock of spares.

—J. James (London), Lid., Carker's Lane, Highgate Rd., N.W.S. Gui. 5446.

WARD & Co. (PUTNEY), Ltd., coach and mechanical
repairs, quick and efficient service.—38, Feisham
Rd., Putney, S.W.JS. Put. 5731-2-5.

REX NEATE, Shamblehurst Lane, Botley, Southampton, specialized Riley service, large stocks of spares,
prompt attention.—Enquiries to Botley 132.

WHEN in the West, consult the Riley specialists; comprehensive stock of spares and immediate attention.—Passey Motors, Ltd., 176, Kellaway Ave., Bristol. 7. Tel. 43069.

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ROLLS-ROYCE specialists 40 years.

1935 delivery 25hp Park Ward sports saloon

1934 delivery 25hp Cockshoot sports saloon.

1934 delivery Park Ward saloon.

1934 delivery Phantom II super sports saloon

1931 delivery Phantom II super sports close coupled 4-scater.

25hp Honore and Watson.

25hp Park Ward saloon.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7 (Ken, 9477-8) and Last Lydge Works, Rollmwood Dorking, Surrey, Ordring 75246).

R IPPON.
R IPPON BROS., Ltd.,
NORTHERN Rolls-Royce Specialists since 1905

1938 Phantom III sports limcusine by Hooper.

1938 Variath limousine by Rippen, 7-seater, face forward occasional chairs.
1939 Wratth sports saloon by Park Ward.
1937 30hp touring limousine by Rippen, 25,000 m.s. only.
25hp 4-door sports saloon by H. J. Mulliner.
1932 25hp 4-door sports saloon, reconditioned thoroughly.
You can buy with confidence from

RIPPON BROS., Ltd. Huddersfield 6340 (5 lines). CAR MART, Ltd.

1938 Rolls-Royce 25/30hp 7-seater limousine by Thrupp & Maberly, 21,000 miles; £1,975.
1937 Rolls-Royce 25/30hp 4-light saloon by H. J. Mulliner, 41,000 miles; £1,975.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [5839 PADDON BROS., Ltd.,

ROLLS-ROYCE specialists 40 years.

PICKED selection small Rolls-Royce saloons and limousines, in perfect condition; please ask for list
and booklet.
60. Cheval Place, London, S.W.7. Kensington 9477.

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1936 Rover 12 4-door saloon, black, in very good Rd., Wembley, Arnold S221-2. [188]
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Commical engine. Just attend see of brand new tyres.

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1940. very supprior condition, grand engine, exce.lent tyres; ouistanding bargain, £575.

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Chand cachwork (hlack), very sound chassis and
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Ginished Cambridge blue, blue leather, smart and stylish body, clean appearance; outstanding bargar.

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Camdden Motors.—Rover 14hp sportsman's asloon, 1940.
Camdden Motors.—Rover 14hp sportsman's asloon, 1940.
Camdden Motors.—Rover 14hp saloon, 1937, in very cambridge the property wealthy the saloon, 1940.
Camdden Motors.—Rover 14hp saloon, 1936; genuine bargain; good cellulose, leather upholstery, runs with the saloon and the saloon, 1940.
Camdden Motors.—Rover 14hp saloon, 1936; genuine bargain; good cellulose, leather upholstery, runs with the saloon and very impressive car, with just that extra parformance ever the lower hp medis, original throughout, except the types, which have bargain more than the saloon, 1940.
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Come owner for pist 8 years, flyshed immaculately in black with red leather, superb engine; A625.
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M THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.l. Grosvenor 3434.

HENLYS, Ltd.

NGLAND'S Largest Rover Distributors.

FINGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.I. (Grosvenor 2287)

HENLY House, 385, Euston Rd., N.W.I. (Euston 4444).

GREAT WEST RD. (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141). HENLYS, Ltd., England's Leading Motor Agents.

 $\overset{\hbox{\ensuremath{\mathbf{R}}}}{\mathbf{R}}^{\hbox{\ensuremath{\mathsf{OWLAND}}}}$  SMITH'S, the Rover buyers.—Hampstead Hube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd. URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Road, Guildford. Tel. 62907.

WANTED, post-war Rovers, all models.-Send de-A RNOLD G. WILSON Ltd., 232 Harrogate Rd. Leeds. 7. Tel. 41014-5.

U RGENTLY required, good pre-war Rover.—Hatfield, 154, Gt. Titchfield St., W.1. Langham 0012. [5970

POST-WAR Rover required, cash payment Morley, 54, Streatham Hill, S.W.2. Tulse Hill 44

A LSONS, of Barking, purchase for cash post-way.

A LSONS, of Barking, purchase for cash post-way.

Rover cars.—105-7, Longbridge Rd., Barking, Tel.

Rippleway 1285.

B LAKES, Rover agents, will purchase any nonCovenant Rover Car.—10, Bold St., Liverpool, 1,

Tel. Royal 6622.

JACK ROSE, Ltd., require low mileage Rover cars.—

Jack Rose, Ltd., Stafford Rd., Wallington, Surrey,

Wallington 6677-8.

Jack Olding Ltd., 8-10. North Audley St., W.1.
Rover retailers, require cars in first-c.ass condition. Mayfair 5242.
A LBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75. Manningham Lane, Bradford. Tel. 28827-8.

URGENTLY wanted, good condition Royer cars.—
Brown's Garage, 3 mins. Loughton Tube Station, 199, High Rd., Loughton, Essex. Loughton 4119, 12441

David Rosenfield. Ltd., Rover Distributors are anxious to buy small mileage, out-of-covenant Rovers.—76 Deansgate Manchester. Tel. Deansgate 5455.

5455.

AYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any models, and have un imiged cash available.—Canterbury Rd., Kilburn. N.W.6. Maida Vale 6044 (10 lines).

Rover Spares and Service
SOUTHAMPTON. Tel. 2513. Rover spares and repairs
—South Western-Garage, Marsh Lane, Southamp[2792]

ton. P. POWELL (MOTORS). Ltd., East London main dealers for Rover sales, service and spares.—321. Romford Rd., Forest Gate, E.7. Maryland 4818-9 [0405]
R. H. COLLIER & Co., Ltd., South Yard'ey, Birmingham distributors, carry one of the largest stocks in the country, comprehensive spares and repairs service. Tel. Aco. 1681.

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SINGER

YAR MART, Ltd.

1948 Singer super 10 saloon, 5,000 miles; £725.

—Car Mart, Ltd., 150, Park Lane, W.1.

Grosvenor 3434. TOM GARNER, Ltd., offer:-

1948 Singer Super Ten saloon, marcon with red upholstery 9,000 miles.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6.

ORDON CARS (LONDON). Ltd.—1947 Singer 9hp Croadster, red, 15,000 miles.—Below. ORDON CARS (LONDON), Ltd.—1947 Singer 9hp Croadster, black, 15,000 miles.—Gordon House, 373, Euston Rd., N.W.I. Euston 6611.

1939 saloon, black, taxed year, any trial; £430.— Stoner, Watermead, Crawley. Tel. 91.

1949 Singer saloon, covenant free January 6th, mist green, 8,000 miles; £780.—Ratcliffe, Birds Nest Farm, Rowledge, Farnham, Surrey. [6035] Birts Nes; Farm, Row-edge, Farmann. Surrey. 6035

FOR Sale, marcon colour 1948 Singer Super Ten,
wireless fitted, carefully maintained, as new
9,800 miles, registered July, 1948.—T Farker. Plymouth
House, Merthyr Tydfil.

House, Merthyr Tydfil. (533)

£175 —Singer Le Mans, 1936, criginal cellulose, many others.—Benmotors, 1, Clarencon Rd. Holland Park, London, W.11. Fart 5966-7, Open Mon 1623, 66 (50 yds Holland Park, London, W.11. Fart 5966-7, Open Mon 1623, 56 (50 yds Holland Park, London, W.11. Fart 5966-1, Open Mon 1623, 56 (50 yds Holland Park, London, W.11. Fart 5966-1, Open Mon 1623, 56 (50 yds Holland Park, 1938) sports 4-seater, red. Seater condition, terms, exchanges; list; open 9-7 wescellers condition; terms, exchanges; list; open 9-7 wescellers of the Stutrdays—Rowland Sm.th. Hampstead (Hampstead Tube). Hampstead 6041.

SINGER
1939 Singer Sports 9. black, red upholstery; £265.
—Stoner, Watermead, Crawley Tel. 91.
15930

Singer Cars Wanted

R OWLAND SMITH'S, the Singer buyers, Hamp-stead High St. (Hampstead Tube) Ham 6041 10986

SPIKINS (TWICKENHAM) Ltd. Heath Rd. Ivickenham Middlesex will purchase immediately recent Singers, all modela. Popesgrove 1055

RAYMOND WAY, the hire-purchase specialists, are still buying Singers and have unlimited cash available. Canterbury Rd.. Kilburn. N.W.6 Maids Vale 6044 (10 lnes)

A UTOMENDERS are specialists in Singer service and overhauls.—Automenders Lowther Garage Perry Rd. Barnes 8 w.13. Riverside 6496
CORDON CARS (LONDON), Ltd., the London Singer Adiastributors for spares, repairs and service.—St. Albans Lane, Golders Green, N. W.11. Speedwell 4701-2.
SinGER spares for 9, 10 and 12hp 1936-1949 models. Delease quote chassis diumor.—Department A. Alband of Bristol. Singer Distributors, Berkeley 20, 1948-1949.

SPORTS CARS

BLAKES.
THE Northern Sport and

ACING Car Specialists.

BUY and sell racing and sports cars of all types; specialists in vintage Bentleys; write for lists and J BLAKE & Co., Ltd .

110 Bold St., Liverpoot

ROYAL 6622 'Grams Autocar, Liverpool.

RAYMOND WAY,
RAYMOND WAY, Seven King's branch, offer:—

Quest Wal, seven King's branch, offer:—
Quest V. Aspecial aerodynamic sports saloon, constructed to special order and first registered
leads, incorporating 30np Ford V.8 engins and 3-speed
general Description of the Wheel base, I.F.F. Chass.s.
general Description of the Wheel base, I.F.F. Chass.s.
ack and chrome, £10 tax; this car is available on
our famous drive away, easy hire jurchase terms
AYMOND WAY MOTORS, Ltd., 775, H.gh Rd., Seven
Kings, Seven K.ng. 3066.

B. & G. MOTORS (fer:—

B. & G. MOTORS (fier:—

2.240 —Aston Martin 114—litre International open sports short chassis 4-sea.er; whole car maintained regardless of cost oy very tastidious owner; in October the car was borred and fitted new p.stom; crant reground and complete new clutch assembly fitted 1,000 miles only; the bodywork (d. we grey cells ose; ta unmarked the interior has recently seen reupholstered and a new hood, hood bag and t. nneau cover fitted; the tyres are all simost new; only reason for sale being owner going abroad (this is verifiable by Doubting Thomsses); and the tyres are all simost new; only reason for sale being owner going abroad (this is verifiable by Doubting Thomsses); and A.A. or R.A.C. examination; many extras, including wind horns, pass light, enormous rev counter, stone-guard, etc., etc., honestly has to seen to se seleved nandies as only a throughpred can; first knowledgeable enthusiast while sees it will leap on it.

170 — Ted immacuante, good tyres, h od, tonneau, etc. celuiose gitters like a glow-worm; what our mechan; describes as a smasher.

251 — Wolseley Hornes E.W. Special 2-4-seater of the property of the property

screen 6 sp3ed; and reverse, the scatter, black, sound, bargain.

270 —Riley 9 open sp:rts 4-scater, black, sound, re.iso.e and economical, excellent battery, sound hood, etc.

MANY others.—B. & G. Motors, Early Mews. Arlington Rd., Camden Town, N.W.I. Guilliver 3578, 75758

CHARACTER CARS offer:-

SELECTION of vintage sports cars all in excellent a condition and well worth personal inspection. 1930 Bianchi, 285: 1930 O.M., 2165: 1938 Hyper Lea-Francis, completely rebuilt, fitted 1934 Pirefy engine 4225: 1934 Frazer Nash Arzeni, side valve, 2225: 1937, J.B.M., specially built, 2520 or offer; and 1920 40-50 Rolla-Royce with original imousine body by Vanden Plas, mechanically perfect, 250. Telephone or write for full part.culars

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CHARACTER CARS. Shandon Rd., Garage, Abbeville
Rd., Capham. S.W 4. Tu se Hill 4505. (5 minutes
Clapham South Underground.) WOODBAIN CARS offer:

255 5.—M.G. 10hp T.A. model 1937 sports 2-seater, green, engine just overhaused, including crank reground, new mains and big ends, new timing chain, etc., etc., new hord and tonneau cover; bargain.
2159 —M.G. 8hp J2 cpen sports 2-seater, g escaped really well and whole car in excellent order throughout.

throughout.

£159 —B.S.A. Scout 10hp 1957 open sports 2seater, polychromatic blue lovely mechanically, good hood, stc. ane owner only: barnain to clear.

£125 —M.G. 12hp open sp. ris 4-seater, roya b.ue.
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2125 —M.G. 12hp brow sports of the control of th

scorting lines.

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 $\mathbf{R}^{ ext{AYMOND}}$  way, the hire purchase specialists?  $\mathbf{R}^{ ext{AYMOND}}$  way, of Kilburn,

50 sports cars of all types\_under £300.

CARS and motor cycles wanted in part exchange.

Asymondo way Canterbury Rd., Kilburn, N.W.6.

1 (150 yds Kilburn Park Station, Bakerloo Line).

Mal. 6044 (10 lines).

7 3 30hp sports/trials car. coachbuilt body, 1949, exception condition; offers; details.—51, Richmond wood Rd., Bournemouth.

5 165 .—16hp S.S. sports 4-seater, hood. (5888 cork, originerents, of the complete of the coacharter of the c

LTON GARAGE, the Alvis Specialists, Upbrook Mews, Craven Rd., Paddington 0385. [6123

BLOWN Riley 9 special open 2-4-seater, £250 speni on engine, chassis 1948; accept £175, or best offer -56. High St., Earl Shilton, Letcs [5537]

-56. High St., Earl Shilton. Leics [5537]
CHIPSTEAD MCTORS. Ltd.—See our advertisements in this column next week.—The Onslow Garage.
197. Fullam Rd. S. W. S. Tel. Flaxman 052. [5727]
SPEEDSTERS, Ltd.—1947 T.C. M.G. 2-str., £10 tax, tull ration, brand new appearance, radio, Clayton heater, Scintilla lighting, musical horms, Fram, tyres unmarked, all tools.
CPEEDSTERS, Ltd.—1938 T.A. M.G. 2-str., really \$100%, full ration, reborde, new pistons crank ground, new bearings throughout, new starter ring, drums ground, new shoes, new hood, recellulosed, new tyres, new special shockers, host of extras, really exceptional. PEEDSTERS, Ltd., cater for the really fastidious.

PEELSTERS, Ltd., cater for the really fastidious.

Oak Lane. Salfords, nr. Redhill, Surrey. Horley
682, 28 mins. from Victoria.

JENSON competition car, June '35; original alloy body.
new hood, recently reconditioned We engine, 90mib.
22mpg. whole car perfect; £225.—62. Peel Lane. Little
Hulton, Bolton, Lanes.

FORD 14.9 B.F. model open 4-str. sports, first-class
mechanical order, very good tyres, excellent body,
cellulosed black, full side screens, hood, full-length
tonneau cover, any trial; £169.

LESSON COVER 14. BERN 3056 STATION, Kingston Vale, S.W.15.

[S556]

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A MILCAR 6-cyl. V. J. Hern offers his well-known experiments of the profits of the

Diplands 8629.

ANTHONY CROOK offers the fastest sports care including 130 m.p.h. Veritas, 125 m.p.h. 2-litre supercharged Alta (the ex-Abecassis car, winner of Crystal Palace sports car races, sports car Gold Star, etc.), hardly used since war and recently brought up to Orand Prix modifications by the makers; also numerous B.M.W. type 536s, including 1946 built car, last made; hire purchase available.

ANTHONY CROOK Caterham Hill, Surrey. Tel. 466.

Anthony CROOK Caterham Hill, Surrey. 14930

Sperts Cars Wanted

M THE CAR MART, Ltd., wish to purchase Sports Cars.—320, Euston Rd., N.W.1. Euston 1212. 10972

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m R}^{
m OWLAND}$  SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. PERFORMANCE CARS buy sports cars and nothing else.—Daleham Mews, N.W.5. Hampstead 8707.

ULSTER Austin wanted, any condition if original body, ditto type 37 Bugatti.—C. Arnold, 8, Homestead Way, Northampton. Tel. 5001.

A UTOMENDERS are enthusiastic repairers, tuners and modifiers.—Automenders, Lowther Garage, Ferry Rd., Barnes, S. W.13. Riverside 6496. [O75]

1939 S.S. Jaguar 3½-litre saloon. radio, superb.

GUY ALFREDS & CO., Ltd., 6-7. Warren St., W.1. [5830] C Luston 3268.

£ 450 -S.S.-Pord; S.S. open sports 2-senter fitted
from V.S. engine, 1945; amazing acceleration; climb anything.—McLaughlin, Grand
Parade
House, Plymouth 60856.

POWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0988 Brown's for Standards.

1948 Standard Shp saloon de luxe, immaculate condition; 440gns.; 5 months' guarantee.—
Brown's Garage, Loughton (Essex) 4119. (Tube.) [5105

GLANFIELD LAWRENCE offer:-1939 Standard 8 saloon, black, blue leather Finchley 0091.

1939 Standard 8 tourer, 31,000 miles, new tyre-excellent condition; £250.—106, Ravenswoo Crescent, South Harrow. [547 £5476

1939 Standard 8 saloon, excellent control throughout; £285,—Northways Garage.

1947 Standard 8 tourer, one owner, first-class con-dition; £390.—Well Hall Road Garage, Well Hall Road, Eltham, Eltham 3834.

STANDARD 8
1948 model Standard 8 de luxe saloon, 11.000
miles, fully guaranteed; £450.—A.Z. Motors, 73260
Palmerston Rd., N.W. 6. Mal. 4723. [3260

1947 Standard 8 saloon in beautiful order: £445; see page 26.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312.

sington High St., W.14. Western 2312,
1939 Standard 8th de luxe saloon, one own super condition; £285.—Vandervell's, 225,
Haveratock Hill. N.W.3. Primrose 4441.
1946 Standard 8 in immaculate condition, 14,000
miles; £425.—Rom Garage and Service Co.,
Ltd., Gallows Corner, Romford, Essex. Ingrebourne

1946 (Aug.) Standard 8 saloon, mileage 17,700, in excellent order throughout; £390.—Lyne, Frank & Wagstaff, Ltd., 3-5, Crouch End Hill, N.S. Mountview 4401.

FOR sale, 1946 Standard 8, d/head coupe, 15,000 miles, one owner, carefully used, new hood, good condition, full petrol; £375.—Tel. Val. 3986, 139, Beerhive Lane, Ilford.

condition, tur pettos, 154e7

5 5 gns.—Standard 8 July, 1946, de luxe saloon, black, sidding head, lawn leather, amail mileage, unworn tyres, exceptional condition; terms, exchanges. Rowland Smith, below.

7 5 gns.—Standard 8 1939 de luxe saloon, black, brown leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

1948 Standard 8 saloon in grey and blue, low milesge: 2485.—Elite Motors and Fogg & Young Amaigamated, 951-961, Gavratt Lane, Tootling, S. W. I. Tel. Salham 2474 (4 lines).

1947 Standard 8 saloon, grey, blue upholstery, 8,000 and exchanged and exchanged

1939 Standard 9 saloon, black, brown leather, good condition; £250.—Per. 7366. [5448]
1938 Standard Flying 9 de luxe saloon, guaran-teed; £235; payments.—Oldneid, 4, Russell Gdns, Mews, Kensington, Park 7760. [5714]
1938 Standard 9 de luxe recently overhau'ed, recellulosed, new tyres, battery, all petrol, nearest £275.—51, Northey Avenue, Cheam, Surrey, Edizod 9321.

wood 9521. [5203 115 gns.—Standard 9 1933 4-door saloon, black, slid-list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6641.

£325.—Standard 9 4-door de luxe saloon, gres 30,000, in exceptional condition; must be seen to be appreciated.—J. Davy 9, Logan Place, Earls Court Rd. Western 6498.

1939 Standard 10hp 4-door saloon de luxe, black, brown leather interior; mechanically sound.—Walton-on-Thames Motor Company, Ltd. Walton 200.

H. A. SAUNDERS, Ltd., offer:—

1947 Standard 12 saloon de luxe; £675. H. A. SAUNDERS, Ltd., Austin House, High Rd., North Finchley (100 yds north of Tally Ho! Corpser), Hillside 0024.

WEMBLEY COURT MOTORS offer:-

1947 Standard I2 saloon, black, one owner, as new throughout; £625.—High Rd., Wembley. [8415]

MEBES & MEBES, Ltd (et. 1893), offer:-

1948 Standard 12hp de luxe saloon, grey, blue hide in unscratched condition, tyres practically new; £750.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [5696

D. J. SHEPHERD and Co. (Enfield), Ltd., offer:

1939 Standard 12 de luxe sun maloon, i.f.s., biack throughout, showcom condition; £450.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631.

1947 Standard 12 drop head foursome, 14,000 miles. GUY ALFREDS & CO., Ltd , 6-7. Warren St., W.1. C ATEHOUSE offer 1948 (Oct.) Standard 12hp urop head coupe. 6,000 miles; £795.
ATEHOUSE MOTORS. Ltd., Highgate Village, London, N.S. Mountview 4444.

1939 Standard super 12 de luxe saloon, brown hide, clean condition; £295.

Bray MOTORS, 180-184, West End Lane, N.W.6. [6171 1947 Standard 12 saloon, grey, one owner, as new throughout; £650.—59, High St., Bognor Regis. Tel. Bognor 446.

1948 (August) Standard 12hp saloon, 12,000, grey, red leather, better than new; £725.—
Butcher, Royal 3443 or Hove 2085.

Butcher, Royal 3443 or Hove 2085. [6032]

1948 Standard 12 salcon, one owner, immaculate:
Rd., Chlawick W 4. Tel. Chlawick 2725. [5068

1947 (June) Standard 12, grey, blue upholistery, low milesec; best offer around £600.—Rosemary Cottage, St. Mary's Rd., Frinton-on-Sea. [6037]

1948 Standard 12 salcon de luxe, black, green leather upholistery, one owner, exceptional condition; £710.—Tanner Bres., \$771-5, Fulham Rd., SW. 6. Renoft 4494.

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stead Tube). Rampatead cours.

1948 Standard 12 drop head course, one cares of the course of the cou

H. A. SAUNDERS, Ltd., offer

1948 Standard 14 salcon de luxe; £795.

H. A. SAUNDERS, Ltd., Austin House, High
Hillside 0024. PHILIP RICKARDS, Ltd., offer:-

1946 Standard 14 saloon, 24,000 miles; one owner, 4772/3. Brick St., Park Lane, W.1. Gros., 15737

4772/5. [5737]
1946 Standard 14 saloon, black, blue leather, interior covers: £850.
Cr.N.W.I. Euston 4466. [554]
1938 model Standard 14 saloon, recent overhaul
throughout.

 $\mathbf{F}^{ ext{Erraris}}_{ ext{Cricklewood}}$ , Ltd., 200-220, Cricklewood Broadway, N.W.2. Glad. 2234. [610] 1948 Standard 14 saloon, unquestionable conditionable — Autowork, Ltd., Winchester. Tel. Wi

1948 Standard 14hp saloon, black, blue leather 10,000 miles, one owner; £765.—Vander vell's, 215, Haverstock Hill, N.W.3. Primrose 4441. [485] vell's, 215, Haverstock mill, N. W. 20 1948 (August) Standard 14 aloon, grey-red 1948 (August) Standard 14 aloon, grey-red 2775.— C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair (5212)

CENTRAL GARAGE, Croydon, offer 1948 Standard 14 saloon, 6,600 miles, black with fawn leather uphatery, one owner; £825.—Central Garage. Tel. Croydon 7464.

£175.—Standard 14-6, engine, gear box, brakes brakes throughout.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127.

Primrose 1127.

1539

1948 (May) Standard 14 de luxe saloon, colour 1948 black with red leather upholstery, milease 7,510, taxed December 31st, a genuine car.—A. L. MacVitie, Malvern. Tel. 300.

1946 (Standard 14 saloon, colour black with fawn up to "R. & M." standard subject to £10 tax.—A. L. MacVitie, Malvern. Tel. 300.

1946 (late) Standard 14 saloon, grey, but every the condition; 625; hire purchase and exchanges.—Golly Garage, Ltd., 111a, Earls Court Rd., London, 8.W.5. Probisher 0065, 0929.

595 ms.—Standard 14 July, 1946, foursome dro cacepitonal condition; terms, exchanges; Het; open 8-week-days and Saturdays.—Rowland Smith, Hampstea (Rampstead Tube). Hampstead 6041.

(Hampstead Tube). Hampstead 6041. [5097]
TANKARD & SMITTE, Ltd., offer 1949 Standard 14
Saloon, in grey, with bive leather upholstery;
genuine 20,000 miles with one owner; from appearance
and mechanical condition the car could easily be mistaken for brand new; 8695; three months' written
susen for the car of all makes.
198, Kinga Rd., S. W. S. Tel. Flamman 4801-2-5. [550]

VANGUARD, registered 1949, grey, heater at mobile, 9,000 miles, spare unused, as new out; £900 or nearest.—Box 1609.

1948 Standard Vanguard (Dec.), 9,270 miles, greg radiomobile: immaculate condition throughout; £895.—Haig's Motor Oo., Ltd., Austin House, Granada Rd., Southsea. Tel, Fortsmouth 32266.

CAR MART, Ltd.

1948 Standard 8 saloon, 12,000 miles; £515.

1946 Standard 8 drop head coupe, 10,000 miles; £475. Standard 12 saloon, 23,000 miles; £635.

1947 Standard 12 saloon, 23,000 miles; £635.
1948 Standard 12 drop head coupe, 2,000 miles; £895.
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1312. 32 9 rns.—1939 Standard 14 de luxe saloon, superb 25 9 gns.—1937 Standard 12 de luxe saloon.—Auto-37 9 gns.—1937 Standard 12 de luxe saloon.—Auto-38 snips, 5, Balham High Rd. Balham 1509,

GORDON CARS (LONDON), Ltd.—1948 14hp saloon, black/red leather, 11,000

GORDON CARS (LONDON), Ltd.—1948 Standard 14hp saloon, black/blue leather, 9,000 miles.—

T 14hp saloon, black/blue leather, 9,000 miles.—Below.
CORDON CARS (LONDON), Ltd.—1947 Standard or 12hp saloon, black/fawp, nominal mileage.—Gordon House, 378, Euston Rd., N.W.1. Euston 6611, [5652 CARRS AUTO SALES, Ltd., Croydon-Purley area distributors always have low-mileage Standard and Triumph cars available.—Croydon 6088. (0052 1948 Standard d.h. coupe black, 9,000 miles; £490; see page 26.—Smith & Hunter, 376, Kensington High St., W.14, Western 2312. (5706 TANKARD & SMITH, Ltd., Offer the choice of many fover 200 used cars all subject to three months' written guarantee.—198. King's Rd., S.W.3. Tel., Flax, 4801-5.

Standard Cars Wanted

ROWLAND SMITH'S, the Standard buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

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## Autocar

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434. [0973 POST-WAR Standard required, cash payment.— Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488.

Standard Cars Wanted

A LBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manning-ham Lane, Bradford. Tel. 28827-8. [0216

SPIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent standards, all models.—Popesgrove 1035. (1590)

STARNES MOTORS, 103, Cricklewood Broadway, N.W.2. require modern Standard cars in really good cond.; cash or exchange.—Tel. Gia 2480. [043] proceedings of exchange.—181. Cin Standard cars.—
URGENTLY wanted, good condition Standard cars.—
Brown's Garage, 3 minutes Loughton Tube Station,
190, High Rd., Loughton, Essex. Loughton 4119, [2757]
WANTED, 1948 Standard 8 saloon, or late 1947,
Renuine low mileage and immaculate condition.—
864well. Architect, 27, Union 8t., Coventry, Tel. 5244.

S&T standard spares and service SERVICE and spares for all models:

SRVICE and spares for all models'

STANDARD & TRIUMPH SALES, Ltd., London Distributors, junction Boundary Rd, and Abbey Rd. St John's Wood, N.W.8. Maida Vale 3114,

DEPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highery Gardens, N.S. Canonbury 5190

STANDARD and Triumph spare parts, place your orders with John Kaye (Leeds), Ltd., 18. New York Rd. Leeds, 2.

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ld., Standard and Triumph Car Distributors, Grimsby, Tel. 5486.

DROCKHURST GARAGE—Harrow agents for Standard Standard and Triumph Car Distributors, Standard Standar

Ltd., Standard and Triumph Car Distributors, Grimsby, 16, 1848.

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph; sales service, spares, reconditioned units.—Uxbridge Rd. Harrow Weald, Middleex. Tel. Grimsdyke Sol., 1869.

CTARDARD spares, large stocks.—Post your enquired frimsdyke Sol., 1869.

CTARDARD spares, large stocks.—Post your enquired for interest of the stocks.—Post your enquired for interest of the stocks.—Tel. Manguard of Triumph cars for isle of Thanet. Tel. Manguard of Triumph cars for isle of Thanet. Tel. Manguard of the stocks of spares for all models the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3486-7-8-9.

HALLS (Finchley). Ltd. have a comprenensive and also reconditioned standard exchange engines guaranteed 3 months: Girling-Bendix stockists.—Arcada Av., Finchley, N.3, Finchley, S008-9.

OVERSEAS CARS, Ltd. 1939 26.3 Studebaker Commander touring saloon, only, excellent condition throughout; &c/5. For other Overseas Car bargains see page 27.

OVERSEAS CARS. Ltd. 227. Brompton Rd., Knightsbridge, 8.W.3. Tel. Kensington 7475.

COOMBS & SONS (GUILDFORD), Ltd., offer:-1936 (July) Studebaker President 30hp Salmons capriolet, black; £250.—Portsmouth Rd., [7577]

Ouldford. Tel. 62907.

1941 Studebaker President de luxe sa'oon, 2-door, 7577.

1941 Studebaker President de luxe sa'oon, 2-door, 1941 Studebaker President de luxe sa'oon, 2-door, 1942 Studebaker President de luxe sa'oon, 2-door, 1942 Studebaker President de luxe sa'oon, 2-door, 1942 Studebaker S

Studebaker Cars Wanted

1939/1947 low-mileage Studebaker required by
Martin's Lane, W.C.2. Tem. 3584. [5804]

CAR MART, Ltd.

1948 Sunbeam-Talbot sports saloon, 1,000 miles; W.I. Grosvenor 3434.

BROWN'S for Sunbeam-Talbots.

1947 (Dec.) Sunbeam-Talbot 10hp drop head four-some coupe, low mileage, immaculate condi-bion; 740gns; 5 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.)

WARWICK WRIGHT, Ltd., offer:-

1948 Sunbeam-Taibot 80 saloon, silver green, buff leather, radio and heater 3,000 miles:

1925 Sunbeam-Tailot 80 aaloon, gunmetal grey.
1948 grey leather, 7,000 miles; £1,225. gunmetal grey.
1948 Sunbeam-Tailot 2-litre sa.coon, gunmetal grey grey grey 2-coh 7,000 miles; £1,255.
1948 Sunbeam-Tailot 0 miles; £1,255. gunmetal grey grey grey 2-coh 7,000 miles; £1,350 black, fawn leather 12,000 miles; £1,350 black, fawn Mayfair 9761. A LLAN TAYLOR MOTORS, Ltd., offer:-

A different forms of the second of the secon

1949 Sunbeam-Talbot 90 saloon, 6,000 miles,—
British & Co.onial Motors, Ltd., Upper St.
W.C.2, Tem. 3588.

SUNBEAM-TALBOT
1948 Sunbeam-Taibot 2-litre saloon. metallic
CARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13,
Lee Green 0254,
[7816

Ches Green 6254.

CORDON AARS (LONDON). Ltd.—1947 Sunbeamrulbot 2-litre saloon, ruby/fawn cloth, 14,000
miles.—Below

CORDON CARS (LONDON). Ltd.—1947 SunbeamGORDON CARS (LONDON). Ltd.—1948 SunbeamGORDON CARS (LONDON). Ltd.—1947 Sunbeam-

1948 Sunbeam-Talbot 10 saloon, 7,000 miles, radio, unquestionable condition.—Autowork, Ltd., Winchester, Tel. Gunberley, Sob black saloon, Gallay heater, 8,100 miles, ex covenant 11.1.50; immaculate; £1.100.—Flat 3, Grovefields, Frimity, Aldershot, Tel. Gamberley 596. [9456]

Aldershot. Tel. Camberley 599.

1939 Sunbeam-Talbot 10hp saloon de luxe, black, black, first-class order throughout, new tyres, any trial; 395gas; H.P. terms and part exchanges.—Hermit Coachworks, 250, Beisize Rd., N.W.6. Mai. 1341.

1939 Sunbeam-Taibot 10hp saloon and an out-work, must be seen to be appreciated; 6252.—Peter Ban-tock Car Sales, 104, High Rd., Chiswick, W.4. Tel. Chiswick 2725.

Chiswick 2725.

1940 model 3-litre Sunbeam-Talbot tourer includes a model and the condition throughout, mechanically faultiness maintained resardless of expense, recent overhaul costing 2550 (bills available), fitted radio, all petrol, mileage 20,500; nearest offer to £675.—Apoly 25, Coventry Rd, Coleshill, Birmingham.

2525.—Phototype Sunbeam-Talbot 2-litre sports athough 1940 literally looks and runs like 1948, worth £850; most carefully used, bodywork absolutely showrom, mechanically excellent; you cannot fault this motor car: 3 months guarantee, hire purchase, exchanges.

L AMBS of Wood Green, Caxton Rd., N.22. Bowes [6143]

changes.

LAMBS of Wood Green, Caxton Rd., N.22. Bowes LAMBS of Wood Green, Caxton Rd., N.22. Bowes LAMBS of Wood Green, Caxton Rd., N.22. Bowes LAMBS of LA

ROOTES, Ltd. DISTRIBUTORS.

MANCHESTER.-129, Deansgate. (B.ackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)
CANTERBURY.—(Canterbury 3232.)

WROTHAM Heath .- (Borough Green 4.)

ROOTES, Ltd., Devenshire House Piccadilly, W.1.
Tel. Grosvenor 3401.

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.— Hampstead High St. (Hampstead Tube). Ham, 10990

6041. Ham. 10990

CASH immediately for good Sunbeam-Talbot.—H. F. 10990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9400. 15981

CRIPPS OF NOTTINGHAM urgently require all models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors. Parliament St., Notting-Ind. 144558.

DIRMINGHAM and Midlands.—Low-mlleage Sunbeam-Talbot modern cars required by George Heath, Ltd, 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. (0089 Sunbeam-Talbot Epares and Service NORTH and Central London.

CATTERMOLES (GARAGES). Ltd.. for Sunbeam-Talbot spares, sales and service.—78-99, Pentonville Rd. N.1. Terminus 1001-7.

R. F. FUGGLE, Ltd.. offer two very outstanding Talbot cars, both maintained in 100% condition by us. 1936 105 speed sports salcon; £695.

1935 Long 75 6-light salcon; £495.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685.

R. F. FUGUSLE, Edu., Businey Heath, Herts. Tel. 1685. [5805]

B. LACK Talbot saloon. 1936. DKL 75. body tyres extended to the cellent condition. wiring, brakes, clutch valves thoroughly overhauled; £550 or nearest-offer.—Le Marchant. 29. Albert Court. Remsinston. [6183]

19 25. 105. sports tourer, laid-up many total hood and paintwork new case for the connolasses, total hood and paintwork new case for the connolasses, £275.—Campbell Symonds. Wembley 5262.

TALBOT Speed 105 Airline saloon, one ower, 59,000 ox, adjustable shock-absorbers and well short, £350.—Maurice Gill, Wyebank, Shorne, Kent. Tel Shorne 253. [6023]

1931 Talbot 17 coupe this car has had only two owners since new and is in superb condition; £145; terms nee new and is in superb condition; £145; terms nee — Withams Motor, 18 Balham Hill, S. W.12. Battersea 3290, 3768.

245 — Talbot 75 short chassis sports saloon, registrated the superb condition; extras include fitted travelling trunk and easy lacking system; a car that must be seen to be appreciated.

M.B. MOTORS, 336, New Cross Rd., London, 8.5.4.

15211

MI Tideway 3779.

1934 Talbot 75, four-door, six-light saloon, recently recellulosed black with green leather upholstery; engine overhauled and brakes relined, in first-class condition throughout; 150gns.—Hemman, e4, King St., Southall. Sou. 6247. Evenings Sou. 2870.

R OWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. 10991

1948 Triumph 1900 town and country saloon, 6,000 miles; £1,150.—Car Mart, Ltd., 320. Eus on Rd., N.W.1. Euston 1212. NEWNHAMS LID

1948 Triumph 1800 razor edge saloon, black with beige leather, 8,000 miles
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 2625-5, H. W. MOTORS, Ltd., offer:—

1948 Triumph 1800 Roadster coupe, metallic grey blue teather, one owner. Ferranti radio, mechanical condition exceptionally good; £785, PART exchange and deferred terms.

H. W. MOTORS, Ltd. Walton-on-Thames 783 and 4864

CHARLES FOLLETT, Ltd., offer:-

1949 Triumph rasor edge saloon gunmetal, grey order; £1.75 (June) Triumph 2000 roadster gunmetal, by 1949 (June) Triumph 2000 roadster gunmetal, throughout rew 1.584 miles only, as new handling charge, \$1.00 per selection of the selection of th

SERVICE, Works and Stores, 12, Wellesley Av., W.6. [5610]

WARWICK WRIGHT, Ltd., offer:—

1948 Triumph 1800 R.E. saloon, gunmetal grey.

1948 grey leather, 5,000 miles; £1,145.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.

15044 MCKINNON MOTORS, Ltd., offer:--

M 24 9 Feb. Triumph 2000 Roadster coupe 18hp, 8,000, B.M.T.A. consent, two chronium fog lamps and Fort Dunlops fitted; £1,015.
M CKINNON'S, Lampham House, 5, Stafford Rd., Wallington, Surrey. Established 1908. Tel. Wallington, Surrey.

D. J SHEPHERD & Co. (Enfield). Ltd., offer:-TRIUMPH 16hp Vitesse sports saloon, first regist

TRIUMPH 16hp Vitesse sports saloon, first registered 1939, black with green hide interior, excellent condition throughout; £395.—D. J. Shepherd & Co. (Enfeld) Ltd., 436 Hertfard Rd., Enfield. Howard 1631

£130 or near offer.—Triumph Gloria, 1934; 9.8hp; freewheel; new battery.—Tel. Der. 6136. 1947 Triumph Roadster, black and beige, miles: £760.—Campbell Symonds Wei

1949 2-litre 18hp roadster sports 3-seater, metallic miles: £975.

ROBBINS, East Putney. Tel. 4581.

GORDON CARS (LONDON), Ltd.—1949 (January)
GTTrumph 2000 roadster, green/red leather, 12,000
miles.—Beiow.AB (LONDON), Ltd.—1948 Triumph 1800
GORDON CARS (LONDON), Ltd.—1948 Triumph 1800
GORDON CARS (LONDON), Ltd.—1948 Triumph 1800
House, 373, Euston Rd., N.W.I. Euston 6611. [5654]
1948 (Dec.) Triumph 1800 Razur Edge saloon, immediate throughout.—Autowork. Ltd., Winchester. Tel. Winchester 48544. [4771]
9000 miles.—1948 (Oct.) Triumph salcon, black, Lernest Sutton, Cleeve Hill (Glos.) 95. [5880]

1949 series Triumph 2,000 c.c. roadster, metallic grey, 16,500 miles; £895.—Dixons Garage, 134 West Hill, Putney, S.W.15. Putney 0396. 1590.

1948 (Aug.) Triumph roadster, metallic grey a Superb spec.men; £670; see page 26.—Smith & Hunter, 576, Kenstngton High St., W 14 Western 2312.

Western 2312. Friumph Southern Cross (Sept., 1934) to the property of the prop

1949 Triumph roadster 18hp, amail mileage, as brand new; £915 or near offer; B.M.T.A. permission.—Bailey, Roker, Stanmore Hill. Orimadyke 1285 or Wembley 3409.

S... W.1. (May1-: 4404.)

R OSE & YOUNG, Ltd., offer 1948 Triumph 1800 roadtser, finished black, milesge 5,000, as new; £850.—
65-69, Sternhold Ave, Streatham Hill, S.W.2 (1 minute
Streatham Hill Station). Tulse Hill 6464. [1855]

1938 Triumph Dolomite in superb condition, recently had reconditioned engine, in perfect
mechanical condition, beautiful appearance, really perfect car; £425.—Simpson's Motors. Bushey Heath 1997.

1949 Triumph 1800 saloon, black, with beige just off covenant and in immaculate condition throughout; £1,050 or near offer.—Bourne, East Hill, St. Germans, Cornwall. Tel. St. German 292.

2.5 O deposit or £249 cash, 1938 model Triumph 1650 polomite saloon, twin horms, carburettors, wheel discs, etc. bodily and mechanically in sound condition and bargain at above price; terms quickly and mechanically in sound condition and bargain at above price; terms quickly budden Hill Lane, Neasten, Gladstone 860-5. [5778]

Dudden Hill Lane, Neascen. Gladstone 8605-6. [5778.

1938 a Triumph Dolomite 14hp 4 cylinder 4-door finished in black with brown Dunlopilla upholisery and and its on the state of the stat

21. Tel. Chorkon 1288. [6044

£7 95 1!!—A magnificent 1948 Triumph 1800 roaduine one owner car since new, regretchily disposed as
inished in black with fawn leather, whole car looks and
is literally like brand new; fitted with very latest type
H.M. V. Radiomobile, heater, twin defrosters and every
conceivable extra; hire purchase can be arranged if
required on deposit of £197/10, no formalities, drive
away immediately; unique opportunity
away immediately; unique opportunity
conceivable extra; hire purchase can be arranged if
over 275 cars; hire purchase, part exchanges; cars
delivered free any part of the United Kingdom. Open
Monday-Friday till 7.30 p.m., saturday till 9 p.m. [5766]

THE CAR MART, Ltd., wish to purchase Triumph Cars.—320, Euston Rd., N.W.1. Euston 1212.

CATEHOUSE MOTORS are regular buyers of good clean Triumph cars.
CATEHOUSE MOTORS, Ltd., Highgate Village, London, N.6. Mountview 4444.

R OWLAND SMITH'S, the Triumph buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041. MARSTON MOTOR Co., Ltd., for your Triumpn.— N.15 Sta. 8000 Seven Sisters Rd., Tottenham

PIKINS (TWICKENHAM), Ltd., Heath Rd., Twickenham, Middlesex, will purchase immediately recent Triumphs, all models.—Popesgrove 1035. Triumph Spares and Service
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SERVICE and spares for all models

STANDARD & TRIUMPH SALES, Ltd., London Dis-tributors, junction Boundary Rd., and Abbey Rd., St. John's Wood N.W.2. Maida Vale 9114. NEWNHAMS, Ltd.

TRIUMPH specialists; service and spares for all models.
Including Dolomite type radiator grills.—Newnham
House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539]

Boulet, 235-7-9, Hammersmith Rd., W.S. Riv. 4646, [1539]

B ASIL ROY, Ltd.—Triumph sparse, complete stock wholesale and retail.—161. Gt. Portland St., Wl. Langham 7735.

PESTORE power performance and improve pertoconsumption by replacing your worn camshaft; new camshaft a walkable for all ohy models.—S. A. Coles. Ltd., 564-568, High Rd. Leyton E.10.

## HAROLD RADFORD & Co., Ltd.

1948 (Dec.) Jowett Bradford 6-light utility, green and black, 6,300 miles, very carefully main-

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ACK STONE & SON offer the following utility shoot-JAUK STONE & SOR ONE 1888

194 7 Austin 12 Sesater: 1946 Morris 12 6-seater;
22hp 6-seater man Service 1946 Morris 12 6-seater;
22hp 6-seater man Service 1948 Hudson 22hp 6-seater man Service 1948 Hudson 28 JAUK STONE & SON. 221, Upper Richmond Rd., S.W.15. Tel. day and evening, Putney 1054-5, 2276-7. Insurance Dept., Putney 8241 and 7450. [5848]

1947 Alvis utility in superb condition throughout, very smart bodywork; one owner: mileage

K EVILL-DAVIES & MARCH. Ltd., 41/42 Hay's Mews, Berkeley Square, W.1. Gro. 2563. [3025]

A RCHIE SIMONS & Co., Ltd., Bradford utility var 1949 series, 10,000 miles only; £465.—94, Ct. Port-land St., W.1. Lan. 1343.

CENTRAL GARAGE. Croydon, offer 1948 Hillman estate car, grey, small mleage; £595.—Central Garage. Tel. Croydon 7464.

1939 Standard 14 utility rehicle, ash built body, excellent condition; £575, or 50 monthly instalments of £25/3/10.—Cooden 600.

1948 (June) Morris Utilecon, all-metal body, goods and private, seat seven, fold into floor rating 1,547cc; unladen weight 1 ton 2ew; colour beige 12,000 miles: excellent condition; what offers?—Replie Box No. 1495.

Ohn pupwards, utilities in stock from £285; utilities built to own specification; own chassis if desired; any conversion carried out on any vehicle; keen prices—Mittre Motors (Croydon), 39, 41 & 45, Canterbury Rd., (1995)

West Croydon. [1002: 1948 (August) Hillman estate car, immaculate Motors, 114, Tottenhan oourt Rd., W1. Euston 7503 2334, 3526. Works and Service Station: Mare St., Hack-ney, E.S.

Jusy, E.5. [8005]

7 5 gras.—2½-litre 4-cyl 1948 Willys-Overland leather upholstery, coachbuilt, all-metal body maroon and maple, glass all round, drop tailboard, milesae only 1,300, low petrol consumption (over-drive), condition throughout as new.—Norton & Co., 4-10, King St., 12 clerester. Tel. 20747.

Leicester. Tel. 20747. [6206 895 gns.—Riley 1947 (reg. Feb., 1948) lly-litre 300 gns.—Riley 1948 (reg. Feb., 1948) lly-litre 400 gns

ROWLAND SMITH'S, the Utility car buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

BROWNS for Vauxhalls. 1946 (Oct.) Vauxhall 10hp saloon de luxe, low mileage, immaculate condition; 475gns; 3 months' guarantee.—Brown's Garage, Loughton (Essex) 4119. (Tube.)

WEMBLEY COURT MOTORS offer:-

1946 Vauxhali 10 saloon, black, in excellent condition throughout, bargain; £550.—High Rd., arnold 5221-2.

CARMO (1929), Ltd.-Vauxhall 10 saloon.

CARMO Fitted fully rebuilt engine. Ex. CARMO tyres, very smart appearance; £379.

CARMO, St. John's Wood. Pri. 0141.

1939 Vauxhall 10hp saloon, green label engine Garages, Ltd., 302-6, King St., Hammersmith. W.6. Riverside 2881-2.

YAUXHALL 12

TOM GARNER, Ltd., offer:—

[5591

1948 Vauxhall 12hp saloon, black with brown up-holstery, 8,000 miles. TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2 Blackfriars 9265-6.

H. A. SAUNDERS, Ltd., offer:-

11947 Vauxhall 12 saloon de luxe, 7,900 miles; £695.
H. A. SAUNDERS, Ltd., Austin House, High Rd.,
Hillside 0024.
[5754]

CARMO Nominal mlg. Radio. One owner. Any CARMO trial or inspection welcomed; £659.

CARMO, St. John's Wood. Pri. 0141.

£330 --1939 Vauxhall 12/4 de luxe saloon, black, brown hide, excellent mechanically, clean BRAY MOTORS, 180-184, West End Lane, N.W.6. [6169

1948 Vauxhall 12 saloon, 9,000 miles; heater, radio, Notex, etc., as new; £695.—Lee & [5533]

1946 12hp Vauxhall saloon, one owner, reconditioned engine fitted within month black, brown leather: £565. CEORGE NEWMAN & Co., 369, Euston Rd., London. [5636]

1947 Vauxhall 12hp, black, immaculate cond., cloth upholstery; £565.—Apply 2a, Gt. Cumberland Mews, W.1. Amb. 6503.
640 gns.—1948 Vauxhall 12; saloon de luxe, nominal mleage, carefully maintained, any trial.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 3117.

1948 (Feb.) Vauxhall 12hp de luxe saloon, guaran-Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 912.

£250 —Vauxhall 12 1936 4-dr. sln., original throughout, absolutely amazingly well kept; many others—Bermotors; l. Carendon Rd., Holland Park, London, Will. Park 5966-7. Open Mon. to Sat. 9-6. (50 vds Holland Park Tube.)

## DICKS CAR SALES Offer:

1948 Vauxhali 14hp saloon, fitted radio, as new;
DIOKS CAR SALES, Ltd., 399-401, High Rd.,
Kilburn. Maida Vale 6888-9.
GLANFIELD LAWRENCE offer:—

1937 Vauxhall 14 touring saloon, black, red leather upholstery; £325,—407. High Rd.. N.12. [3472]

H. A. SAUNDERS, Ltd., offer:-

11948 Vauxhall 14hp saloon de luxe, 4,500 miles; H. A. SAUNDERS, Ltd., Austin House, High Rd., Hillside 0024, Chief (100 yds north of Tally Ho! Corner),

WANSTEAD MOTORS Ltd., offer:-

1947 (November) Vauxhall 14, 14,000 miles. black.
WANSTEAD MOTORS Ltd.. Cambridge Park. E.II.
Wanstead 1000.

CARMO (1929), Ltd.—Vauxhall 14 salcon

CARMO 1947 model. Low mlg. Fitted many CARMO extras. Unmarked. Sole owner CARMO transport manager nationally known

CARMO concern. This car is definitely as CARMO new in every respect. A.A. and R.A.C. CARMO examination invited.

CARMO, St. John's Wood. Pri. 0141.

RAYMOND WAY, the hire purchase specialists:

229gns.—1938 Vauxhall 14 de luxe saloon

269gna.—1937 Vauxhall 14 drop head foursome 5% discount for cash customers.

5 % discount for cash customers.

200 cars under 5300, all plainly marked with price and year.

AMOND WAY, Canterbury Rd., Kilburn (150 yd. Rilburn Park Station, Bakerloo Line). Maida vas 6044 (10 line). Hours 9 a.m. to 7 p.m. (week-days).

1937 Vauxhall 14 touring saloon, black, very clean; £261CKLEWCOD, Ltd., 200-220.

Crickiewood Broadway, N.W.2. Glad. 2234. [4467]

1948 Vauxhall 14hp, blue leather, mileage 4,000 vited.—R. Cell-hand drive; £725; trade enquiries wited.—R. Cell-hand drive; £725; trade enquiries may 1,0821-2.

1939 Vauxhall 14, good condition; £375.—

225 gns.—1937 Vauxhall 14 touring de luxe condition.—Autosnips, 5, High Rd. Balham 1509.

1938 Vauxhall 14 close coupled saloon; £225; 8.W.7. Frobisher 4579.

1948 Vauxhall 14 saloon, with radio, 12,000 martin's Lane, W.C.2. Tem. 3588.

Martin's Lane, W.C.2. Tem. 5888. [5789]
37 Yauxhall 14 de lutus sunshine saloon, Londen area, recently overhauled, brakes relined, new crown area, recently overhauled, brakes relined, new crown state, with the control of the contro

DALMERS Offer:--

1949 Vauxhall Velox, 7,000 miles only, as new, E875; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890, 7687. [594]

H. A. SAUNDERS, Ltd., oner.—

1948 Yauxhall Wyvern saloon de luxe, 4,720 miles;
E245.
H. A. SAUNDERS, Ltd., Austin House, High Rd.,
North Finchley (100 yds north of Tally Ho! Corner),
[575] WARWICK WRIGHT, Ltd., offer:-

1948 Vauxhall Wyvern saloon, black, fawn cloth, 9,000 miles; £845. WARWICK WRIGHT, Ltd., 150, New Bond St., W.I. May Sair 9761. [5045]

1949 model (Oct., 1948) Vauxhall Velox saloon, black, 6 500 miles, one owner, built-in radio;

56. Baywaster Rd. W. 2 (next door to Lancaster Gate Tube Station). Tel. Paddington 1820. [5505 Tube Station]. Tel. Paddington 1820. [5505 Tube Station]. Tel. Paddington 1820. [5605 Tube Station]. T VAUXHALL Wyvern, read. 25.11.48, black, mlleage, 2215, private: £795.—Box 1635, VAUXHALL Wyvern 7,500 miles, radio, etc., spare unused.—30, Parkwood Rd., Boscombe, Hanta.

vanused.—30, Parkwood Rd., Boscombe, Hants.

1948 (Nov.) Vauxhall Wyvern 12hp zaloon, 8,000
miles only.—Autowork, Ltd., Winchester.
Tel. Winchester 4834.

900 miles.—1948 Vauxhall Velox saloon.—British &
Groot Colonial Motors, Ltd., Upper St. Martin's
Lane, W.C.2. Tem. 5838.

HAMILTON MOTORS, (LONDON), Ltd., 466-490,
Edgware Rd., London, W.2. Paddington 0022 (12
lines). Vauxhall main dealers.

1948 (Nov.) Velox, low mileage, blue, fawn leather,
a Roy Welox, low mileage, blue, fawn leather,
LWAYS a good selection of used Vauxhalls in stock,
H.M.L. will purchase for cash all Vauxhall cars,
including latest models.

including latest models. (5597)

1048 Vauxhall Velox, heater, radio, 5,000 miles, one owner; 8875.—Broadway Motors, 57, High St., Hounslow. Tel. 0175. Ct., 1948, grey with blue factors of the first foundation of the first

Early Court Rd. Western 6493, [5363]

1948 Velox Vauxhali. 4.000 miles. radio and heater; £895.—Sidney Marcus, Ltd. 33, Sloane St., S.W.I. Tel. Sloane 3577-6970. [3356]

13-15 neare: Sicans 81. Sw.J. Tel. Sloane 8577-6970.

1949 Velox saloon de luxe. radio and heater, navy blue, perfect; carefully run in; serviced throughout by main agents, £885.—Box 1572.

1947 Vauxhall 14, black, brown leather, fitted 124, radio and many extras; £735.—Eric Hayes, 12d., 22, Conduit Mews, Hyde Park, W.2. Pad. 0899.

1949 model Vauxhall Wyvern, reg. Oct. 1948, black, sux-naticed 2,000 miles only as prepared by the Research of the Committee of the Committee

1938 1948 (Sept.) Vauxhall Wyvern finished green. choice of 2: trade enquiries invited; can be seen and tried as B. J. Hunter, Ltd., 22, Crick.ewood Broadway, N.W.2. Fig. Gladstone 6303.

Tankardo & SMITH, Ltd., offef 1948 Vauxhall Velox saloon, in black, with brown leather, genuine 7,000 miles only, as new in every respect; £875; three months' written guarantee; also 200 guaranteed used cars of all makes.—199, Kings Rd., S.W.3. Tel. Flaxman 4001-2-5.

PSOM (Surrey).—1948 (November) Vauxhall Velov saloon; this low-mileage car is of immaculate and mblemished appearance, finished black with broadness of the property of the pr

### VAUXHALL MISCELLANEOUS

SHAW & KILBURN Ltd., for Vauxhalla.

It is important that the car you purchase is in excellent condition, throughout,
SELECTION of such modern Vauxhalls at

114. Wardour St., W.1. Gerrard 4363.

CAR MART, Ltd.

1948 Vauxhall Velox saloon, 2,000 miles; £895.

1948 Vauxhall 12 saloon, 4,000 miles; £775.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor [5945]

GLANFIELD LAWRENCE offers:

GLANFIELD LAWRENCE offers:

1937 Vauxhall touring salcon, black, red leather upholstery; £325,—407. High Rd.

112. Finchley 0091.

113. Finchley 0091.

114. Vauxhall 12 de luxe salcon, black, 12,000 mlies, as new, one owner; £675.

VAUXHALL 14 (November, 1947) salcon, black, low miles, indistinguishable from new; £775.

VAUXHALL 14 5-seater de luxe salcon, black, ace wheel diacs, outstanding condition; £315.

VAUXHALL 18 4-seater de luxe salcon, black, Ace wheel diacs, outstanding condition; £315.

VAUXHALL and other makes of used cars in good condition; let us know your requirements.—Tel. Uxbridge 737. Oregory's of Uxbridge

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Frank & Wagntarf, Lid. 3-5, Crouch End Hill. No.
Mounter Wagntarf, Lid. 3-10, Lid. 3

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[5587]
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[4860]

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[5545]

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